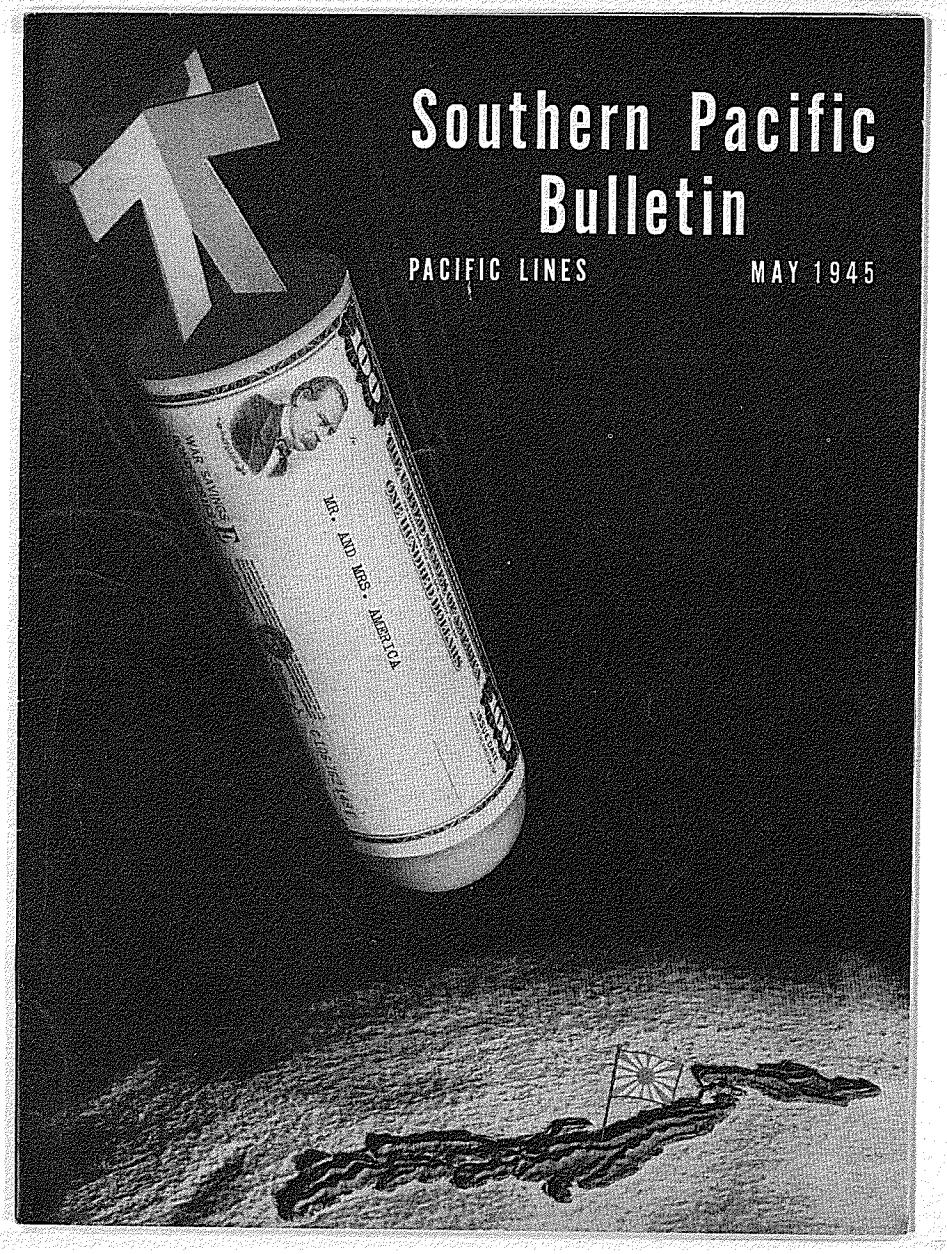
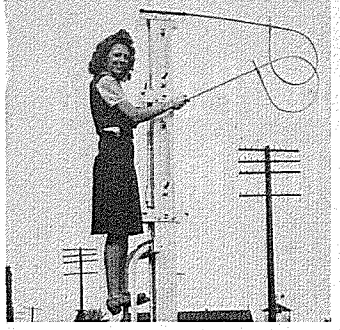
Southern Pacific Bulletin

PACIFIC LINES MAY 1945





Ethel Stafford

A HELPING HAND

THIRD trick telegrapher at Kingsburg on San Joaquin Division is a friendly Texas girl named Ethel Stafford who is proud of her war job with the railroad. Ethel has three brothers in arms and it is for them and other boys that she's glad to be helping to keep the war trains moving. One brother, with the 15th Air Force in Italy, has been overseas three years; another has been in the South Pacific two years, and the third is recovering from wounds received on Saipan.

"I find my work very interesting," says Ethel, who has been railroading since last October. "I attended a telegraphy school in Dallas and when I finished they advised me to go to work for Southern Pacific. I'm glad they did, because I enjoy the work, especially when I realize I'm helping to keep rolling the supplies needed to win the war and bring our boys home again."

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This month's cover picture speaks for itself. It says: "Keep on Buying Bonds." For several good reasons why, read the article on opposite page.



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The Real Meaning of Human Relations

IN THE April issue of *Reader's Digest*, the following true incident is reported under "Life in the United States," one of the magazine's regular monthly features devoted to items of human interest:

"The chief concern of the conductor on a crowded train was for service men and their families. One mother, with a babe in arms and a five-year-old, received his special attention. He trotted back and forth with the baby's bottle, and asked a soldier to amuse the baby while the mother and little girl had dinner. On their return, he stood in the aisle with his hand on the little girl's head and commanded our attention.

"'Folks, this little lady has to get up at dawn tomorrow to meet her soldier-daddy. We want her to have bright eyes for him, don't we?' Not a snicker. 'Now, I don't want any loud talking or noise or laughing in here tonight. If you want to talk, go into another coach.'

"He turned out all lights except one at either end of the car, said, 'Good night, all,' and left.

"If that soldier wasn't met by a starry eyed daughter next morning, it wasn't the fault of a very human conductor or a cooperative bunch of passengers."

We asked *Reader's Digest* for permission to reprint the story for two reasons: (1) Because it's the kind of story that makes you feel good just to read it; (2) because it so eloquently expresses the true meaning of Friendly Human Relations.

It's little acts of thoughtfulness and consideration like this that brighten the day for all who come in contact with them, and help to win friends.

A Tribute to Our Mexican Nationals

TWO years ago this month—on May 16, to be exact—the first of thousands of Mexican Nationals crossed the border at Nogales, en route to the United States to help relieve the critical manpower shortage on Southern Pacific and other American railroads.

From the first group of 513 patriotic neighbors from below the border the number of Mexican Nationals employed at many points on our lines has grown to more than 12,000. Of them and their predecessors, President A. T. Mercier says: "Without their help I do not see how we could have handled the wartime traffic."

In recognition of the work of these men and in observance of one of their great national holidays, "Cinco de Mayo" (5th of May), special tribute is paid them in the article on pages 8-9. Written in Spanish for distribution to our Mexican National employes, it tells how President Mercier recently expressed appreciation to Mexico's President Manuel Avila Camacho of the excellent relations between his countrymen and SP, and of the friendly cooperation between the SPdeMex and the governors of the four Mexican states it serves.

THE SEVENTH STEP TO FINAL VICTORY

THE Battle of Europe is over but the Battle of Japan has just begun. It must be backed up, paid for by a free people, intent on sweeping the Pacific clear of Fascist hate—forever.

With the war in the West our first and major concern, we were not able to go all-out in the East. ***But neither was the Jap.***

The war to crush Japan will be bigger, tougher and longer than most Americans expect. Some military experts have estimated that it may take ***years,*** not months.

The destruction of Japan's armies has not yet reached the annual rate of normal replacements—between 200,000 and 250,000 men a year. And the Jap, as our men in the Pacific know, fights to the death.

As far as Japan is concerned, the outer Empire—and the men who defend it—are expendables. The Jap will fight the Battle of Japan from ***inside the inner Empire,*** of which Iwo Jima was an outpost. And Iwo Jima, according to Admiral Nimitz, was a pattern of the resistance our forces may expect to meet in future offensives.

New Tasks, New Needs

The single greatest obstacle to our crushing of Japan is distance. While in the Battle of Europe supply ships from our bases in England had only an overnight run to make, ships in the Pacific have long-reach roundtrips taking up to five months to make.

To crush Japan will take time, heroic and back-breaking effort, overpowering equipment.

Millions of fighting men—freshly outfitted and equipped—will have to be moved from Europe halfway around the globe; and supplied day-in, day-out by hundreds of new ships now building.

More of everything will be needed. More B-29's. More tanks, half-tracks, jeeps and trucks. More rockets, mortars, airborne radar.

A whole new air force is in creation—huge new bombers dwarfing the Superfortress—fast new jet-propelled combat planes, the P-80 or "Shooting Star," coming off the lines by thousands.

These are just some of the 101 ways in which your dollars are needed more than ever to bring America's might to its full strength—so that we may crush our foe the faster, make an end of killing, and bring our men back home. ***And Lest We Forget,*** the sick, wounded and disabled will require medical attention and care.

Winning the Peace

There are other weighty reasons for supporting the 7th War Loan—reasons that take us from the present to the future.

By investing in the 7th War Loan, the patriotic American is safeguarding his own future, his country's future.

By putting every dollar over rock-bottom expenses into the purchase of War Bonds, he is delivering a body blow to wartime Inflation—thus putting a lid on the cost of living and maintaining intact the purchasing power of the dollar. At the same time, too, he is insuring the country and himself against the catastrophe of a possible postwar deflation—with its depression, unemployment, misery and heartache.

So save for your country—save for yourself. In helping your country, you are also helping yourself! Come peace, we'll all need money for education, replacements, retirement, new homes, a new start—and we'll need a lot of it. And there isn't a better or safer highroad to your goal than United States Savings Bonds.

Making 2 equal 3!

This year there will be ***only two*** War Loan drives, not three. But in those two drives the Government will have to raise almost as much money from individuals as in the three drives last year. That means ***bigger extra bonds*** in the 7th.

This is a challenge to all of us.

The U. S. Treasury Department is calling especially for the purchase of War Bonds on the Payroll Savings Plan. This is the easiest way to buy bonds regularly and it is the only way Southern Pacific men and women as an organization get credit for their bond purchases.

At present only 63.75 per cent of Pacific Lines personnel is taking advantage of our Payroll Savings Plan. The government asks for 90 per cent participation. The records also show that only 4.11 per cent of the total payroll is being invested in War Bonds in this manner, whereas the government expects at least 10 per cent.

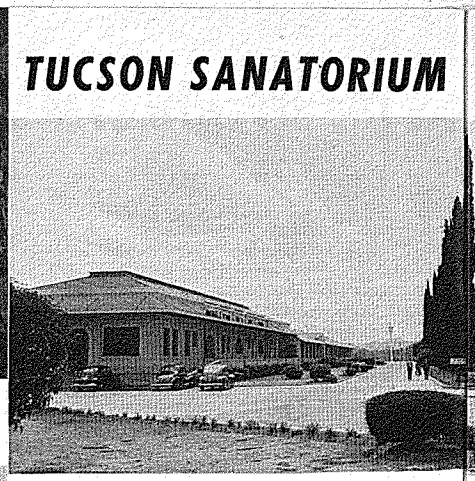
Now is the time for all of us to swing into line. To raise the vast sum needed to put The Mighty Seventh over the top every American will have to dig deeper into current income. Only by buying ***bigger extra bonds*** can we stretch 2 into 3.

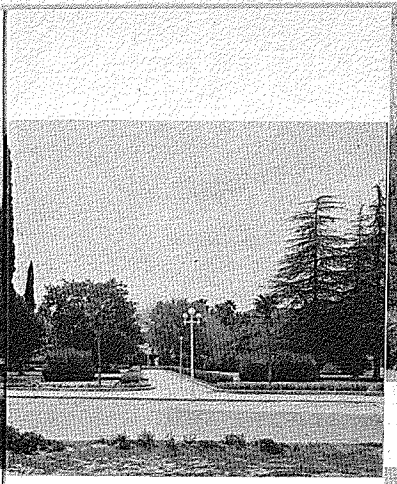
Let all Americans do their part—for their own sake, for their country's.

TUCSON SANATORIUM



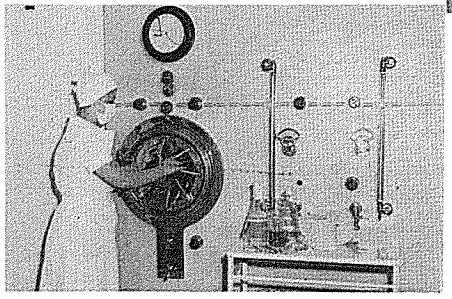
FRESH AIR AND SUNSHINE are administered in generous quantity to patients at Tucson Sanatorium. Picture above shows wing of the hospital in which wards are located. Note large amount of window space. Panorama at right shows most of the building and the picturesque grounds adjacent.







BEAUTIFUL SURROUNDINGS combine with ideal climate to create a feeling of tranquillity and induce relaxation. This scene is typical of the view afforded patients from their rooms. The verdant park, a model of gorgeous landscaping, was formerly station grounds of the El Paso & Southwestern Railroad, which became a part of SP operations in 1924.



STERILIZING AND OPERATING ROOMS are examples of the spotlessness that prevails throughout the Tucson Sanatorium. Above: Adjusting door to heating chamber in which instruments are sterilized is Nurses Aide Cleo Cole. Below: At cabinet in spacious operating room is Nurse Helen Rohr.

TUCSON Sanatorium for the treatment of SP men and women who show symptoms of tuberculosis, is a unique part of the modern, well-equipped two-and-a-quarter-million-dollar Hospital Department that safeguards the health of Southern Pacific employes.

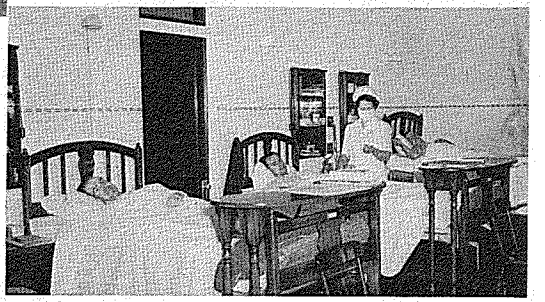
The first railroad sanatorium of its kind constructed by an industrial organization for the exclusive care of its employes, it is located on the beautiful site which once served as a terminus for the El Paso & Southwestern Railroad, which became a part of SP operations in Oct. 1924. Part of the sanatorium that houses offices, reception room, operating, sterilizing and X-ray rooms and laboratory was formerly the EP&SW freight station.

Tucson was selected as the location because of climate and because of a staff of physicians there who were well qualified in treating tubercular cases. The sanatorium was opened September 2, 1931.

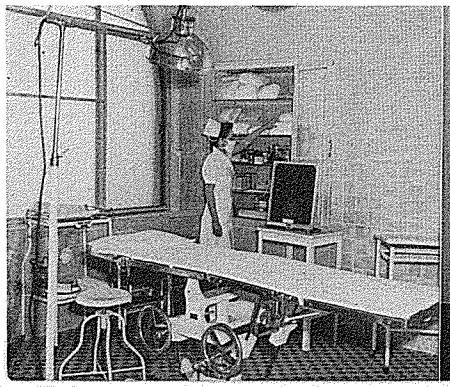
The sanatorium is rated as an 82-bed hospital, but in an emergency could be arranged to accommodate 100 patients. Besides the 16 wards, of four beds each, there are a number of private rooms for those patients requiring special attention.

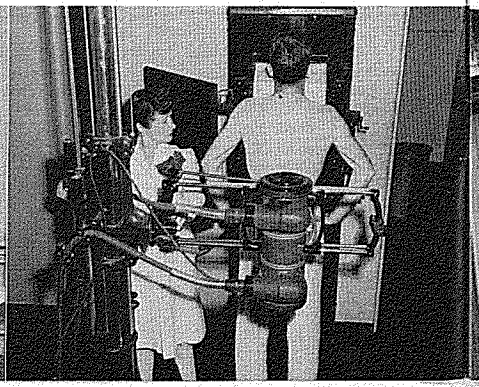
Period for treatment of tuberculosis patients at the sanatorium averages almost a year, after which time they are usually sufficiently recovered to be discharged from the hospital. Then, following an additional rest period of from six months to a year, they usually are able to return to railroad duty of some kind.

The Tucson Sanatorium medical staff is headed by Dr. C. A. Thomas, noted specialist in the treatment of tuberculosis.



LIGHT, AIRY WARDS are equipped to accommodate four patients each. There are 16 of these wards in the sanatorium in addition to some private rooms. Picture below shows a section of the large kitchen where tasty, health-building menus are prepared. Like every nook and corner of the hospital, the kitchen is a model of cleanliness.

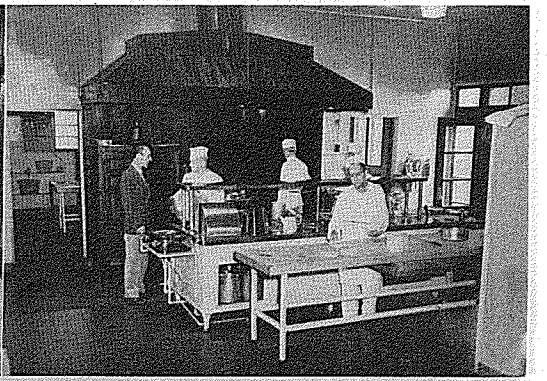


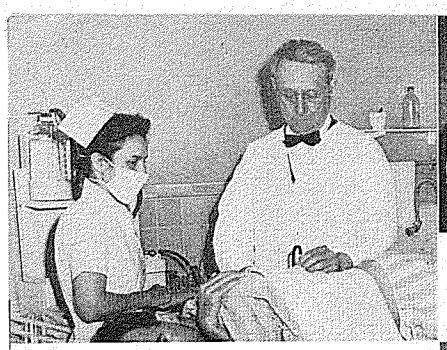


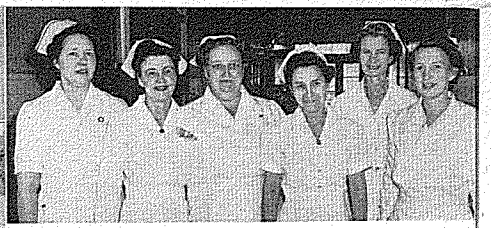
VERY LATEST EQUIPMENT is installed at the sanatorium. Picture below was taken in the X-ray laboratory, which plays an important part in the treatment of tuberculosis patients. Adjusting the machine for chest X-ray is Margaret MacInnis, laboratory technician. The sanatorium also has a modern research laboratory.



NOURISHMENT is needed to regain strength and care is taken to see that patients get plenty of it. Picture shows serving tables en route to wards. Between regular meals, patients are given fruit juices, milk or other body-building nourishment.



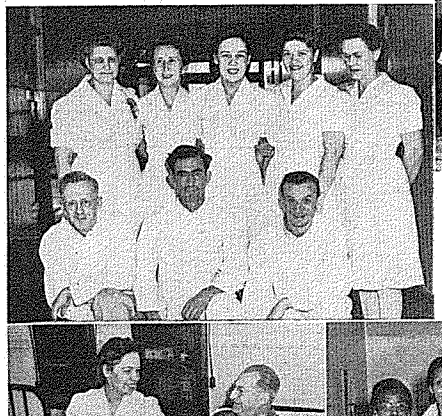




REGISTERED NURSES mix good cheer and efficient service with their work, assisting doctors with operations and treatments and giving general care to patients at the Sanatorium. Shown above are nurses who work the midnight and day shifts. L to r: Marymae Ramsey, Ruth Akin, Lettie Timmerman, Helen Rohr, Vera Cooke and May Lupton. On leave when the picture was taken was Head Nurse Minnie Friesch.

TUCSON SANATORIUM PERSONNEL is shown on this page. Above is Dr. C. A. Thomas, head of the medical staff. Other staff doctors are his son, N. K. Thomas, C. A. Whittier, R. A. Wilson, R. F. Oyler, R. G. Dryer. Dr. Thomas and Nurse Helen Rohr are shown giving treatment to a patient.

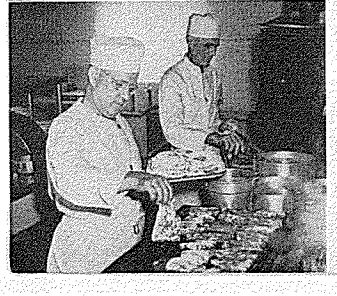




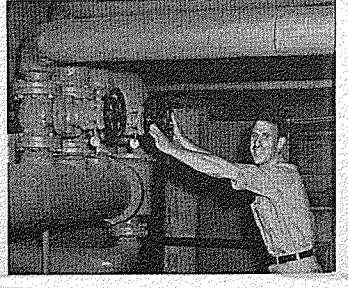
NURSES AIDES AND ORDERLIES whose cheerful and efficient treatment of patients is an important aid to convalescence are shown at left. Standing: l to r, are Nurses Aides F. H. Sinclair, Adelma Collins, Di Huckins, Cleo Cole, Ollie Harvey. Kneeling: Orderlies S. Morse, James Cox, John Glowacki. ● Above left: At the reception desk Mary Stewart, stenographer, and Kathryn Holland, chief clerk, give patients a good start to recovery with a cheerful greeting and courteous service. ● Above right: Registered nurses who work the swing shift are Pauline Baker and Margaret Lordon. Here they check their charts before starting their day's work.







GOOD FOOD is essential to patients' care and in three pictures above and left are shown some of staff that provides it. Above left, Nurses Aide Di Huckins brings an appetising meal to H. J. Piper, general patient. ● Left: Popular Chef Joe Brunner cooks juicy steaks while John Favor prepares other items for the meal. ● Above: Kitchen staff consists of, l to r: Louis Warner, Thelma Williams, George Apostole, Doris Sams, C. B. Lemon, steward; Favor, Brunner, Edgar Duffy, Homer Godwin and Ell Douglas. ● Right: Chief Engineer Joseph Walsh is in charge of building maintenance.





SAFETY AWARDS were presented to San Joaquin Division last month for outstanding performance through 1944. Two awards were merited, one for best of all Pacific Lines divisions, the other for best division MW&S Department. Taking part in presentation ceremonies at Fresno were (l-r): G. C. Bogart, master mechanic; T. A. Purcell, asst. trainmaster; A. A. Lowe, supt. of safety; R. R. Robinson, trainmaster; C. F. Owens, div. examiner; V. Safford, master car repairer; V. Hutchings, B&B supvr.; W. D. Lampracht, asst. supt.; B. W. Mitchell, supt.; I. A. Weihe, road foreman of engines; E. E. Earl, div. engineer.

Operating Results

FOR the three months ended March 31, 1945, Railway Operating Revenues of Southern Pacific Transportation System amounted to $151,095,102, or $2,332,381 less than the revenues for the same period of 1944; a 2% decrease.

During the same period, Railway Operating Expenses were $105,242,336, or $3,227,534 more than the expenses for the same period of last year; a 3% increase.

Railway tax accruals, including $23,852,937 for Federal taxes, and $3,841,994 for other taxes, totaled $27,694,931, or $3,577,346 less than such accruals for the first three months of 1944. After deducting taxes and $5,688,255 of net rentals for use of equipment and joint facilities, there was left Net Railway Operating Income of $12,469,580, or $1,873,889 less than the net railway operating income for the same period of 1944 a 13% decrease.

Out of Net Railway Operating Income, and Other Income consisting of dividends and interest on securities owned, rentals and miscellaneous income, must be paid the interest on bonds and equipment trust notes in the hands of the public, and other fixed charges. For the three months ended March 31, 1945, the final result was a Net Income of $7,733,271, which compares with a net income of $10,036,051 for the same period of last year, a decrease of $2,302,780, or 23%

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Passenger traffic in 1944 was the greatest ever handled by the nation's railroads in any one year, amounting to 95⅓ billion passenger miles, or an increase of nearly 9 per cent above the preceding year.

M. R. Whitehead Retires

AFTER 45 years' railroad service M. R. Whitehead, Pacific Fruit Express superintendent at Portland, retired April 1. Coincident with his retirement it was announced that Z. F. Moody, chief clerk at Portland, was appointed to succeed him; C. A. Godfrey became chief clerk at Portland; R. W. Nolan moved to Fresno as district agent, and R. W. Cryder was named agent at Salinas.

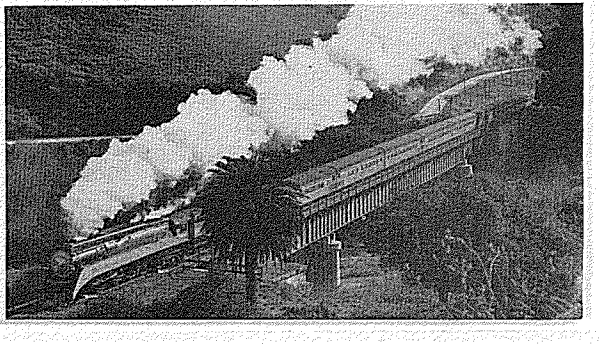
With seven years' previous experience handling perishable products, Whitehead came to PFE as chief clerk at Portland in Oct. 1907. In May, 1911, he went to Sacramento as district agent, returning to Portland in that capacity in Jan. 1914. He advanced to general agent there in Dec. 1916 and has been superintendent of the joint SP-UP operations since 1941.

Moody started working first with SP at Ashland in 1912 and became joint SP-PFE clerk there in Jan. 1916, advancing to agent in May. He went to Portland as clerk in Aug. 1917 and, after serving a year in the Navy, became traveling inspector at Portland in Aug. 1919. He was named chief clerk at Portland in 1922, served in that position for nine years at SF, and returned to Portland in July, 1933. He is a brother of E. D. Moody, Western Division supt.

Godfrey has been with PFE since 1923, starting as typist and later working as diversion clerk at various stations in San Joaquin and Sacramento valleys. He was appointed chief clerk at Fresno in Nov. 1937 and has been dist. agent there since July, 1939.

Nolan comes to the Fresno post from Salinas where he has been agent since May, 1943. Cryder is a veteran of many years' service at the Stockton office where he most recently was chief clerk.

EARTHQUAKE PROOF BRIDGE across the Pajaro river on the Coast Route between Gilroy and Watsonville Jct. is unique. Located at a point where the river flows almost exactly along the line of the San Andreas earthquake fault, it is mounted on rockers, with one end anchored and the other end riding free in a recessed abutment. Built by SP engineers, it is equipped with electrical recording devices to measure pier movements and to stop trains if movement of a pier exceeds ¾ inch. Picture shows the Coast "Daylight" crossing the structure.



Un Tributo A Nuestros Ferrocarrileros Mexicanos

EL DÍA 16 de mayo de 1945 habrán transcurrido dos años desde que cruzó por el puerto fronterizo de Nogales, Arizona, el primer contingente de los miles de mexicanos que han venido a los Estados Unidos a remediar la crítica escaséz de trabajadores en las líneas del Southern Pacific y demás ferrocarriles de este país.

Por medio de silbatos y gritos de júbilo, el pueblo de Nogales y los representantes del ferrocarril dieron la bienvenida a los trabajadores mexicanos que venían a prestar sus servicios de conformidad con un convenio internacional celebrado entre los Gobiernos de México y Estados Unidos.

A su vez, los trabajadores mexicanos demostraron su entusiasmo mediante la agitación de banderas y gritos de "¡Viva Mexico! ¡Viva Estados Unidos!", y desplegando luego un estandarte por el cual explicaban su misión, a saber:

"Trabajamos por el Triunfo de las Democracias."

No perdieron tiempo para ponerse a trabajar en las importantísimas obras de vía en un largo trecho en varios de los estados del oeste.

Hoy, el pequeño grupo compuesto de 509 hombres, el primero que cruzó la frontera para trabajar en las líneas de esta Empresa, se ha tornado en más de 12,000 mexicanos que actualmente prestan sus servicios en distintos puntos a lo largo de las líneas del Southern Pacific.

El señor A. T. Mercier, Presidente de esta Compañía, durante un reciente viaje que hizo sobre las líneas de la Cía. del Ferrocarril Sud-Pacífico de México, manifestó al señor Gral. Manuel Avila Camacho, Presidente de la República Mexicana, su agradecimiento por su amistosa actitud hacia la Empresa del Southern Pacific, lo cual ha hecho posible las cordiales relaciones que actualmente existen entre el pueblo mexicano y el ferrocarril.

Habló también el Presidente de esta Compañía de la benévola cooperación de la Administración del Gral. Avila Camacho con el señor J. A. Small, Presidente de la Cía. del Ferrocarril Sud-Pacífico de México, muy especialmente de parte de los señores Gobernadores de los Estados por los que cruzan las vías del Ferrocarril, o sea el Gral. Marcelino García Barragán, Gobernador del Estado de Jalisco; Gral. Candelario Miramontes, Gobernador del Estado de Nayarit; Gral. Pablo Macías Valenzuela, Gobernador del Estado de Sinaloa, y Gral. Abelardo L. Rodríguez, Gobernador del Estado de Sonora.

Al igual que desempeñan importante papel los empleados mexicanos que prestan sus servicios en las líneas del Ferrocarril Sud-Pacífico de México en el esfuerzo con que México está contribuyendo hacia el exito en la actual guerra, también sus conciudadanos que cruzaron la frontera para venir a ayudar a las líneas del Southern Pacific a desempeñar con éxito su tremenda tarea de transportar, sin interrupción, a los frentes de batalla los materiales y enseres de guerra indispensables, hacen obra patriótica.

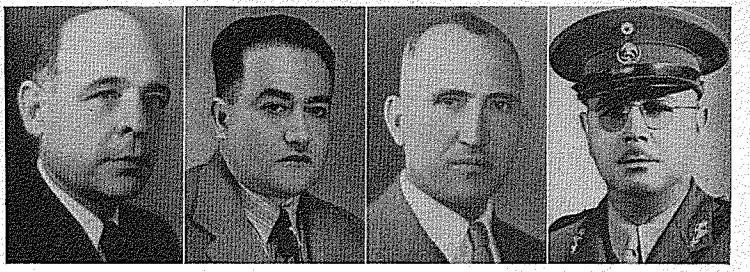
Con relación al personal mexicano, el Presidente Mercier dijo hace algún tiempo:

"Varios miles de mexicanos que han prestado sus servicios en nuestras vías, nuestros talleres y nuestros almacenes desde la primavera del año de 1943, han realizado y siguen realizando una obra magnífica. Sin su ayuda no veo como habría sido posible manejar un tráfico sin precedente con motivo de la guerra.

"La conservación de la vía en buenas condiciones es de vital importancia para el éxito de nuestros servicios de transporte, y en nuestras líneas del Pacífico, en las obras de conservación, un ochenta por ciento del personal está compuesto de patriotas de la República vecina. Les estoy agradecido a nuestros amigos mexicanos por su excelente espíritu y laboriosidad. Estos trabajadores han ayudado eficazmente a resolver nuestra crítica escaséz de gente."



EL ENTUSIASMO con motivo de su próxima participación en el esfuerzo para lograr el triunfo en la guerra y la confianza que tienen en ese triunfo, se refleja en los rostros del primer grupo de trabajadores mexicanos que llegó hace dos años a los Estados Unidos con objeto de remediar la falta de personal. Y ese mismo entusiasmo y confianza se han dejado ver en los rostros de los demás grupos que le han seguido. La fotografía que muestra a los trabajadores agitando las manos en jubilosa despedida de sus familiares y amistades, fué tomada al partir de México uno de los primeros trenes.



Gral. Abelardo L. Rodríguez
Gobernador del Estado de Sonora

Gral. Candelario Miramontes
Gobernador del Estado de Nayarit

Gral. Marcelino García Barragan
Gobernador del Estado de Jalisco

Gral. Pablo Macías Valenzuela
Gobernador del Estado de Sinaloa

La Empresa del Southern Pacific siempre ha tratado de que los trabajadores visitantes se sientan, hasta donde sea posible, como en su propio país. Los ha animado para que celebren sus días festivos de mayor importancia, como lo son el día 16 de Septiembre y el día 5 de Mayo. Se les ha proporcionado casas cómodas para vivir y oportunidades para divertirse. Se les sirven buenos alimentos preparados a su gusto por cocineros chinos traídos especialmente de la Ciudad de México para tal objeto. Perciben los mismos salarios que el Ferrocarril paga a los nacionales de este país por la misma clase de trabajo. Se les insta para que escriban con frecuencia a familiares y amistades para que así no pierdan contacto con su país. Los trabajadores americanos de decendencia mexicana los ayudan a resolver sus problemas de racionamiento y demás semejantes. Al renovar su contrato de trabajo por un nuevo período de seis meses, se les ha venido proporcionando ultimamente un distintivo atractivo en el que aparecen las banderas de México y Estados Unidos con el escudo o medallón del Southern Pacific.

En el ciento tregésimo cuarto aniversario de la independencia de México, durante una corta interrupción en sus labores en conmemoración de fecha tan transcendental, los trabajadores Mexicanos recibieron del señor Mercier, Presidente de la Empresa, la siguiente felicitación:

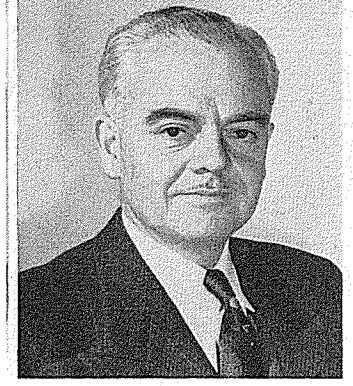
"Como buenos soldados de la democracia, venidos de nuestra república hermana a prestar sus servicios, están ustedes llevando a cabo una obra magnífica, y no tan solo estoy orgulloso de ustedes, sino que tengo plena fe en que proseguirán esa loable obra hasta su conclusión."



A MANTENER EN MOVIMIENTO LOS TRENES DE LA VICTORIA se encuentran dedicados estos patrióticos "soldados ferrocarrileros" que son parte de un grupo de más de 12,000 mexicanos que prestan sus servicios en las líneas del Southern Pacific. La fotografía fué tomada en los talleres de la empresa en Sparks, Nevada. Los trabajadores están agrupados al derredor de una de las gigantescas locomotoras que ellos ayudan a mantener en buenas condiciones para el transporte de la pesada carga de guerra.

PETERSON NAMED VICE PRESIDENT

Succeeds the Late Felix S. McGinnis as System Passenger Traffic Head; Other General Passenger Dept. Promotions Announced



CLAUDE E. PETERSON

APPOINTMENT of Claude E. Peterson to vice president in charge of system passenger traffic was announced effective April 1. He succeeds the late Felix S. McGinnis, who passed away March 17.

Peterson moves up from assistant vice president in the Passenger Department to become one of the youngest high-ranking railroad executives in the United States. Starting with SP in June, 1917, as a junior clerk in the Telegraph Dept., SF, he transferred to the General Passenger Office the following month and worked successively as junior clerk, file clerk, rate clerk and asst. chief rate clerk.

Because of his knowledge and understanding of passenger rates he was chosen, in April, 1937, to serve as assistant chairman of the Transcontinental Passenger Association at Chicago. While there he played an important part in that organization's work of stabilizing passenger rate structures and won recognition as one of the country's leading rate experts.

In July, 1938, he returned to Southern Pacific as assistant to the vice president and in June, 1942, was made assistant vice president.

Following Peterson's appointment a department reorganization was announced. Increased responsibilities were assigned to L. C. Ioas, R. M. Gilmore and F. S. Howard, assistants to vice president of system passenger traffic. Edwin F. Philbrick, former office manager, GPO, was named to the new position of special assistant, system passenger traffic; W. J. Quinn, became office manager, GPO; Wm. H. Patterson was named chief clerk of postwar planning; James H. Pruett, Jr., was appointed special representative, Passenger Dept.; James J. McDonough went to Palo Alto as district passenger agent; and J. B. Haggerty became traveling passenger agent, GPO, San Francisco.



L. C. IOAS

R. M. GILMORE

Under the new assignment of duties, Ioas becomes senior assistant and has charge of train service, postwar planning, sleeping car and other requirements related to train service matters. Ioas came to SP as stenographer in 1919 and went to private secretary in the Executive Department, from which he transferred to the Passenger Dept. in 1923. There he worked as traveling passenger agent, chief of train service bureau and supervisor of train service. He has been asst. to vice president since June, 1942.

Gilmore is in charge of military matters, solicitation and sales and related subjects. His service with SP started in 1916 as an office boy in Aud. Pass. Accts., SF, where he worked until Jan. 1926, when he went to the Passenger Dept. as train service clerk. Later he was special representative and has been asst. to vice president since June, 1942.

Howard will continue to supervise matters pertaining to rates and divisions. He has been asst. to vice president since 1929 and prior to coming to that position was asst. passenger traffic manager and asst. general passenger agent.

As special assistant Philbrick has jurisdiction over traffic expenses, passes, traffic analyses, leases and other general matters. He comes to this position after 42 years' service with SP. Starting in June, 1903, he was a clerk in Aud. Pass. Accts., SF, where he worked until June, 1915, when he transferred to General Passenger Office as statistician. In June, 1918, he entered the Army and upon his return in Jan. 1919, he became head statistician, GPO, holding that position until he was named office manager in Jan. 1929.

Quinn started as messenger in April, 1911, in GPO where he held various positions until March, 1918, when he joined the Navy. Upon his return in Jan. 1919 he was file clerk, later working as head claim clerk, head clerk of solicitation bureau, asst. office manager and chief of solicitation bureau. Since Sept. 1944 he has been chief clerk of postwar planning.

Patterson entered SP service as a clerk in Aud. Disb. Accts., SF, in Feb. 1924, transferring to GPO as clerk in Jan. 1926. In Dec. 1929 he went to the claims bureau, working there and in prepaid order bureau until Feb. 1937 when he became chief of claims bureau. He has been special representative, Gen. Pass. Dept., since Sept. 1944.

E. F. PHILBRICK



W. J. QUINN



W. H. PATTERSON



J. H. PRUETT, JR.



J. J. McDONOUGH



J. B. HAGGERTY



Pruett's railroad career started on T&NO Lines in Feb. 1927, where he worked until June, 1937, when he went to St. Louis as city passenger agent. He was district passenger agent at Boston from July, 1941, until Jan. 1943 when he transferred to Salinas territory. He has been DPA at Palo Alto since May, 1944.

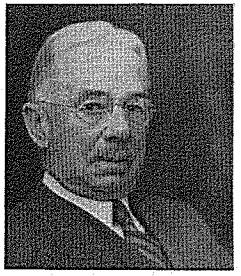
McDonough's first job with SP was as watchman on Western Division in Aug. 1922. He transferred to the Passenger Dept. in May, 1929, and held various positions in SF ticket offices until Oct. 1937 when he became train passenger agent. He worked as station passenger agent, passenger agent, passenger agent and train inspector at SF until May, 1944, when he was named traveling passenger agent, GPO.

Haggerty came to SP as steno. and asst. rate clerk at New Orleans in Feb. 1922. He has been chief clerk of the Atlanta agency, cashier of New York Passenger Office, chief clerk and passenger agent at New York and in July, 1942, he was named traveling passenger agent there. Since Sept. 1942 he has been assigned to on-line duties working out of Gen. Pass. Office, SF.



NEW TRAVELERS AID COUNTER, installed by Southern Pacific at 16th Street station in Oakland, was opened last month with special dedication ceremonies. Among those taking part were (l-r) Mrs. Ralph Rader, Helen Bradford, Travelers Aid volunteers; Garnett King, asst. gen. pass. agt., Central Dist., and a director of the Travelers Aid Society; Yvonne Giroux, secty., Travelers Aid. Also present but not in picture was Earl Leonard, president of the society.

C. W. Durbrow Retires as General Solicitor



C. W. DURBROW

C. W. DURBROW, general solicitor for Southern Pacific since May, 1939, and widely known in legal circles through the handling of many important cases, retired April 30, after a career with the railroad extending over 42 years.

Born in San Francisco, Durbrow was educated in the public schools and was graduated from Yale University in 1902. He engaged in the private practice of law with Peter F. Dunne, and then started with Southern Pacific Jan. 1, 1903. From 1906 to 1927, Durbrow was commerce counsel for Southern Pacific, in charge of rates and practices. From April, 1927, to July, 1933, he was valuation counsel; from July, 1933, to May, 1939, he was assistant general solicitor, and from May, 1939, to date has been general solicitor.

Among the more important cases handled by him was the fixing of the valuation of properties of Southern Pacific and subsidiaries, which was heard in Washington, D. C., and continued for 18 months. In his long legal career, he appeared in railroad cases before courts and commissions of many states, and in the Federal courts, including the United States Supreme Court. He will continue private practice in San Francisco.

George McCormick Dies

GEORGE McCORMICK, retired general superintendent of motive power, died April 5, in Houston, after a lingering illness.

He was 72 years old and had been retired since July, 1942.

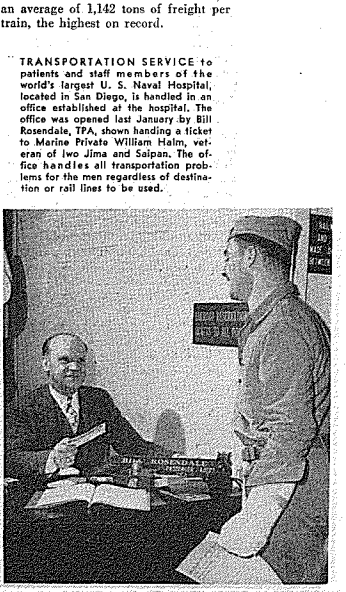
During his career of nearly 51 years with the railroad, he advanced step by step through the mechanical department, starting as machinist apprentice at Houston in Oct. 1891. He was general superintendent for 26 years. He became one of the nation's leading authorities on railroad car and locomotive design and was widely known as an inventor of mechanical devices. He was responsible for Southern Pacific's famous *Daylight* type and the development of cab-ahead locomotives and was closely connected with the introduction of lightweight streamlined equipment and all-steel freight and passenger cars. Luxury features such as fluorescent lighting, air conditioning, and revolutionary interior color treatments were introduced largely through his efforts.

McCormick was accorded international recognition for his inventions which include an improved design and application of fusible drop plugs for locomotive boilers to prevent boiler explosions, a removable driving box, driving tire retainer, wheel cooler, and several other safety and lubrication devices.

He is survived by his widow and one brother.

The nation's railroads in 1944 moved an average of 1,142 tons of freight per train, the highest on record.

TRANSPORTATION SERVICE to patients and staff members of the world's largest U. S. Naval Hospital, located in San Diego, is handled in an office established at the hospital. The office was opened last January by Bill Rosendale, TPA, shown handing a ticket to Marine Private William Halm, veteran of Iwo Jima and Saipan. The office handles all transportation problems for the men regardless of destination or rail lines to be used.







SP WAS HOST at the Shrine luncheon in SF on "Army Day," April 5, for the official staff of Western Defense Command and other Army officers from nearby installations. ● Above, l-r: R. M. Gilmore, asst. to vp, system pass. traffic, who introduced guests; H. W. Klein, asst. vp, system freight traffic, who was principal speaker; (at speakers' table) L. C. Ioas, asst. to vp, system pass. traffic; J. W. Corbett, gen. mgr.; W. G. Peoples, frt. traffic mgr., central dist.; T. L. Chess, genl. pass. agt., SF.; G. C. Peterson, asst. to vp in charge of operations; W. H. Moulthrop, supvr., employment dept. ● Right: Table decorations, carrying out railroad theme, get attention from (standing at left) W. F. Bull, retired SP secty.; (seated) Brig. Gen. W. H. Wilbur, Shrine Potentate Bill Poyner, Maj. Gen. H. C. Pratt; (standing) Deputy Imperial Potentate Wm. H. Woodfield, R. M. Gilmore, George Bowman.

PEACE CONFERENCE SPECIALS

SP Had Leading Part in Movement of 3500 Delegates to San Francisco

WHEN the United Nations Conference on International Organization was called to convene in San Francisco April 25, one of the biggest problems confronting conference planners was transporting the 3,500 delegates, attendants and correspondents to the west coast—a problem that was solved mainly by the railroads despite the fact that they were already working at capacity.

On the suggestion of the State Department a railroad committee for the conference was established and T. L. Chess, SP's general passenger agent, SF, was chosen as chairman. This committee worked in close cooperation with Commander Donald Watson, special assistant to Secretary of State, and Keith Miller, special State Department representative handling transportation matters, to coordinate the requirements of the conference with the facilities and operations of the carriers and to handle trains arriving in and leaving San Francisco. Five special trains and several car parties were handled over Southern Pacific Lines alone.

Among the prominent conference personalities who traveled on SP trains were Senators Tom Connally and A. H. Vandenberg, Representatives Sol Bloom and Charles A. Eaton, Prime Minister MacKenzie King of Canada; Ezequiel Padilla, Mexico's minister of foreign affairs, and Joseph Paul-Boncour, former premier of France.

Of the five special trains hauled by SP, three carried delegates and their attendants. These trains were named *Pre-Con Specials*. One train, known as *Correspondents Special*, brought members of the press, and another train, called *Mora-Press Special*, carried radio and press workers, among others.

The *Pre-Con Specials* traveled over the Golden State Route, arriving at Third Street station, SF, April 22. Special representatives assigned by SP to accompany these trains were T. C. Keedy, asst. to gen. pass. agent, LA; William Sutherland, asst. dist. pass. agent, El Paso; and Hammond F. Brown, traveling frt. and pass. agent, Washington, D. C.

The *Correspondents Special* and *Mora-Press Special* moved over the Overland Route, arriving at Oakland Pier, April 23. Passenger agents on these trains were J. B. Haggerty, traveling pass. agent, SF, for the *Correspondents Special*, and A. P. Hardy, dist. pass. agent, SF, on the *Mora-Press Special*. J. H. Pruett, dist. pass. agent, escorted several car parties, including Prime Minister King's.

Everything possible was done to make sure these people, to whom such a vital job had been entrusted, would arrive at their destination safely and refreshed to carry on their work. Baggage was handled with unprecedented dispatch. Special menus were prepared. Unfailing police protection was provided under the direction of A. J. McKenna, SP's chief special agent, who coordinated the work of the Shore Patrol, military, city and railroad police. Connections and transfers were mapped out so that there was no delay at any point from the time the delegates boarded their trains until they were settled in their hotel rooms in the Bay City.

Exemplary of the efficient service given delegates was the manner in which the baggage was handled. Passenger agents riding the trains checked each piece of baggage while en route, separating it according to the hotel at which its owner was stopping, then double-checking with the passengers to make sure the baggage had been segregated properly. Upon arrival at San Francisco the trains were met by Army and Navy men with trucks who took the baggage directly from the trains to the respective hotels. So well planned was this mass movement that not one piece of baggage was reported to have gone astray.

Several letters have been received, signed by hundreds of conferees and attesting to the high-quality service rendered. One letter, signed by about 90 passengers on the third *Pre-Con Special*, said, "This trip will long be remembered by us as perfect in every detail and your personal supervision over all of the arrangements has added greatly to our happiness and comfort."

Escaped Nazis Bagged By Alert Railroaders

WITH the same dexterity they show in building bridges, members of B&B Gang 11, Tucson Division, recently put down their hammers and saws to take up their guns and apprehend two escaped German prisoners of war near Zellweger, Arizona.

The crew was on its way to work on a bridge in the Gila River Canyon. When the prisoners were sighted Foreman Ferland McIntyre stopped the motor car and most of the crew spread out in an encircling move. J. W. Gillespie and Walter Henley, returned to Ray Junction to notify police and get their own rifles from their bunk cars. When Gillespie and Henley returned to Zellweger they forded the Gila River, cut around behind the Germans who were going over the hills and forced them back across the river where they surrendered.

In the meantime Agent B. D. Mahoney at Florence had been notified and he contacted the prisoner of war camp at Florence, from which the prisoners had escaped. A detail of men was dispatched from the camp and Section Foreman Watson took them on his motor car to where the bridge gang was holding the Germans.

Gillespie and Henley were officially credited and rewarded for the capture.



THEY CAUGHT ESCAPED NAZI PRISONERS: Tucson Div. B&B Gang 11 which took part in apprehension of two Nazis who escaped from prison camp near Florence (story at left). Left to right: Foreman F. H. McIntyre, Manuel Yturralde, J. L. Brown, J. W. Gillespie, Norval Edwards, Ernst Kinder, Walter Henley.

SP Telegrapher Writes Story for "Main Line"

HARRY BEDWELL, second trick operator at Montalvo and noted writer of railroad stories for the *Saturday Evening Post* and other national magazines, has written a story for presentation on SP's "Main Line" program of June 6.

Titled "Priority Special" and filled with human interest, it is the true story of the handling of a hospital train over Los Angeles Division, giving a dramatic picture of the work of dispatchers, operators, train and engine crews and others in getting the hospital train to its destination. Persons who have read the script say the story will be one of the most outstanding presented on the popular half-hour show.

The "Main Line" is presented to Pacific Coast listeners every Wednesday at 8 p. m. (PWT) over Don Lee-Mutual network and is rebroadcast over Arizona stations every Saturday at 6:30 p. m.

PMT Announces New Appointments

APPOINTMENT of Bernard R. Johnson to asst. district manager, Central District, PMT, was announced effective April 1. At the same time Lysle M. Jensen was named to succeed Johnson as superintendent at Sacramento and Harry F. Bailey became superintendent at SF in Jensen's place.

Johnson began his trucking career as a driver at Petaluma in Oct. 1935, also working at Sacramento and Suisun-Fairfield in that capacity. In Aug. 1942 he became superintendent at Finley and went to San Luis Obispo in that position in Oct. 1942. He has been superintendent at Sacramento since Oct. 1943.

Jensen started driving for PMT at Sacramento in July, 1934, and later worked at San Luis Obispo and Niles. In Jan. 1936 he went to Oakland as a clerk and became head driver there in Sept. 1936. With headquarters at SF, he has been superintendent of PMT operations along Northwestern Pacific lines since Oct. 1943.

Starting as driver at Petaluma in March, 1936, Bailey later worked at Tulare and Fresno, becoming head driver at SF in July, 1943. He was appointed traveling agent there in Feb. 1945.

-v-

Harold Mahan was appointed traveling freight and passenger agent for Northwestern Pacific, April 1, with headquarters at Eureka. He started work with NWP as a clerk at Eureka in Aug. 1920 and for many years has served as chief clerk there. His ability to expedite traffic and his knowledge of tariffs have greatly improved friendly relations between NWP and shippers of that locality. In this newly created position, Mahan will have jurisdiction over the area between Willits and Crescent City.

MEXICAN NATIONALS AND NAVAJO INDIANS are working shoulder to shoulder on Cochran Section 115 (Tucson Division) to keep SP's line through Gila Canyon in shape for the thundering war trains. Heading the crew is Section Foreman Burt Myers, kneeling at extreme left. Picture was taken by R. A. Snyder, agent at Ray Junction.



Ashore Aloft and Afloat

News of SP Fighters Everywhere

RECOGNITION of their heroic and unremitting service on the battle fronts and along military supply lines constantly is being accorded SP's fighting men and women as they pound the enemy's strongholds from the air, sea and land.

Capt. **Antonio J. Gaudio,** real property clerk from Contract Attorney's Office, SF, since D-Day plus 14 has been fighting with the Infantry in France where he has earned the Bronze Star, Purple Hear and Croix de Guerre. During the battle of St. Malo on the Brittany Peninsula his outstanding heroism won for him the Bronze Star. A few days afterwards he was working at the front line when struck by shrapnel from a mortar shell, wounding him in the back. Later he was awarded the Purple Heart. His latest recognition came last month when he received the Croix de Guerre from the French government for heroism displayed in the liberation of France. These awards came to the young attorney after many months of hard labor and fierce fighting. In a recent letter he said, "We gave the bust to the bulge after some of the bitterest fighting we've seen since the Hurtgen Forest when we pushed the line to Duren." His was the first division to reach the Rhine. Tony says his outfit got a break at Christmas time. They were stationed in Eilendorf, near Aachen. Officers of the battalion joined in the time-honored custom of singing carols, but in a modern conveyance—a two-and-one-half ton truck in which they drove from company to company.

For his meritorious service as chief of the message center, medical section, Ninth Army headquarters in Holland, S/Sgt. **Marcel J. Cagnon,** from General Freight Office, SF, has been awarded the Bronze Star. The award was in recognition of his "aggressiveness and devotion to duty shown by working long hours, suggesting new ideas and putting them into effect." Marcel recently wrote that he has been in a position to really see the importance of adequate transportation. "This war is indeed a battle of supplies," he says, "The life line of all armies is good transportation, and it extends all the way back to the most humble position involving the handling of vital war freight in the States. Upon the success of this job depends victory or defeat. Since entering the service I've heard nothing but praise from the soldiers for the work of American railroads during the war. It makes me proud to be a member of the SP family."

After fighting with the American First Army in France since D-Day, **Lt. William Pendergast,** foundry molder from Sacramento Shops, is back in the States on leave. Bill was wounded three times and twice decorated for bravery during the intensive action that took him to many of the battle sites of World War I. In the Falaise sector his tank destroyer unit, under his leadership, broke up an enemy tank assault, but Bill was wounded in the throat. His action earned for him the Bronze Star and he was accorded the Purple Heart for his wounds. He led the tank destroyers in a successful "bold and skillful" attack on fortifications at Metz where gestapo agents had their headquarters for which he received an Oak Leaf Cluster for the Bronze Star. He was wounded twice during the Metz engagement; once in the face and once in the leg. He was awarded two Oak Leaf Clusters to the Purple Heart for these wounds. Bill also has seen action in clearing the Siegfried line of pill boxes, smashing German defenses at Paris and St. Lo.

Capt. **Edwin A. Milkey,** Tucson Division employe, has completed a tour of duty flying supplies and material over the hump from India to China and is now stationed at Dallas, Texas, where he is serving with the domestic and foreign transport service. For his meritorious service across the Asiatic mountains Ed received the Air Medal with two Oak Leaf clusters, the Presidential Unit Citation and the Distinguished Flying Cross. He also was given a promotion, advancing from lieutenant to captain.

At an air service squadron base in Italy, T/Sgt. **Roy A. Howard,** of El Paso Shops, and his buddies have earned the Meritorious Service Plaque for "outstanding service in support of combat operations." The citation, issued by the commanding general, read in part, "The men of this squadron worked untiringly to keep an exceedingly high percentage of bombers on an operational status. Their efforts made it possible for our aircraft to strike hard blows at Nazi supply lines and industrial targets." Roy now wears the Meritorious Service Wreath on his right sleeve.

Major **William B. Sharp, Jr.,** of Rio Grande Division, saw the need of a hot drink and a change from C rations for troops passing through the French railway station where he is railway traffic officer, so he opened a buffet service there. During three months of operation his GI style cafeteria served 316,324 sandwiches to 158,162 troops passing through on troop trains.

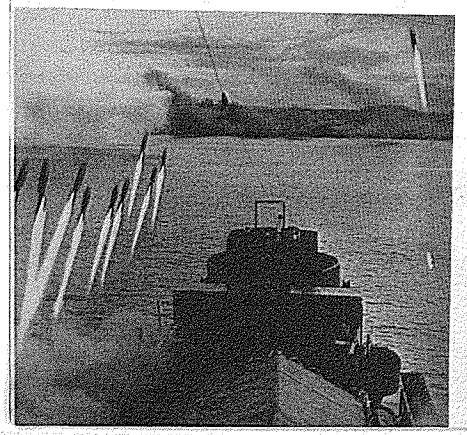
Reports are received occasionally of the chance meeting of two SP men now in their country's service, but letter from **Lewis Schley** of Executive Dept., SF, now with the Maritime Service, tells of meeting two other SP fellows. As his ship, a troop transport, plowed its way through the Pacific, Lew one morning spotted **Edward DeMattei** among the boys the ship was carrying. A series of gabfests resulted. One day the ship put into port where the two boys met **Benny Courtz.** Both Benny and Eddie worked in Treasury Dept., SF. Benny as asst. teller and Eddie as asst. chief clerk. Now they are yeoman first class and machinist mate, respectively, with the Navy. Low says, "You've received many letters telling what a thrill it is to meet someone from home, but when three of us got together, believe me we really staged a reunion."

The muscle-building work of extra gang labor and shovel running on Rio Grande Division proved very valuable to Pfc. **Charles M. Chaney** in standing off Jap attacks from his post as anti-aircraft crewman aboard ship in the South Pacific. The six-foot, one-inch, 200-pound Leatherneck saw action in the South China Sea and the Pacific, including a Jap air attack at Lingayen Gulf. He has just returned to the States.

When Chief Carpenter's Mate **Jack D. Powell,** PFE carman from Colton, was granted leave from his base at Alameda he headed for a pleasant surprise, for when he arrived home he found his son John also home on leave from his base at Camp Claybourne. Jack has served one tour of duty overseas with the Seabees and now has reported to Camp Parks, Calif., for reassignment.

Marine Private **Dorothy S. Tambling,** train service clerk from LA, has completed her recruit training course at Camp Lejeune, N. C., and has been assigned to duty as a stenographer in Marine Corps Headquarters, Wash., D. C.

Ancient travel modes have given way to modern service in Africa where the Air Transport Command has set up the world's greatest airport, Cazes Air Base, near Casablanca, where aircraft from five continents land daily. And at this greatest air base, Pfc. **John P. Thornton,** of Aud. Pass. Accts., SF, works as an aircraft mechanic. John has been overseas for 15 months and has visited



FLAMING DEMONS: Rockets from an LCI whoosh toward a Philippine beach to smother enemy defenses as a prelude to invasion, in this official U. S. Navy photograph.



MAJOR WM. T. HABERLY (left) was somewhere in France when this picture was taken a few months ago. Bill's jeep, "Jenny Dear," was christened in honor of his wife. Major Haberly, who returned to the States since this picture was taken, brought back high praise for the work of Transportation Corpsmen overseas. Before he entered the armed services, Haberly was trainmaster on the Rio Grande Division.



FAMILY REUNION: Lt. Col. Frank Russell was home in Roseville last month on short leave from Iran, where he is in charge of the heavy repair for engines and freight cars on the Trans-Iranian Railway. Russell, shown with his wife, Betty, and daughter, Renee, was assistant supt. of motive power in Los Angeles prior to his enlistment. He is the son of F. E. Russell, chief mechanical engineer, Motive Power Dept., SF.

SERVING THEIR COUNTRY

19,352 men and women from Southern Pacific Transportation System (Pacific lines and lines in Texas and Louisiana) and wholly-owned subsidiaries in the U. S. had been called into military service up to April 15. Of this number, 174 have died in service and 2,275 have returned to civilian life, leaving total of 16,909 now in service. Pacific lines employes in armed forces numbered 12,494

ACCOUNTING DEPARTMENT
SCHOFIELD, Anna M. (AFA), Waves

FREIGHT CLAIM DEPARTMENT
CAREY, Edward J., Mer. Mar.

OPERATING DEPARTMENT
McCREARY, Eugene, Army

HOSPITAL DEPARTMENT
BACIGALUPI, A. A., Navy
HEDSTROM, Norma, Army
RIVERA, Alicia, Army
WALKER, Katherene M., Army

TRAFFIC DEPARTMENT
NEWMAN, V. H. (Santa Barbara), Waves
RICHARDSON, V. M. (Ogden), Navy

TREASURY DEPARTMENT
BEVANS, Theresa M., Waves
CROWHURST, Harold R., Army
CUMMINS, Marcella A., Waves

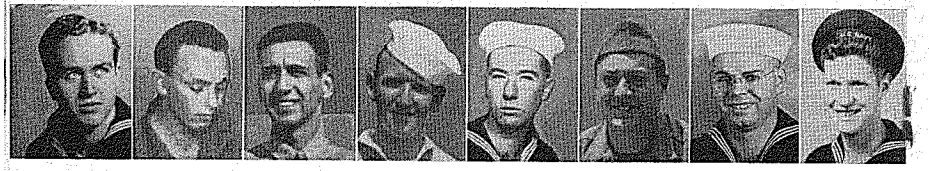
PACIFIC MOTOR TRUCKING
CASSANO, Frank (LA), Army
GUTIERREZ, J. O. (LA), Army
HANCOCK, J. H. (LA), Marines
McDONALD, William A. (LA), Army
MUNOZ, Edward (LA), Army
VARSALLONA, Albert L. (LA), Army

DINING CAR DEPARTMENT
BENSON, Edward L. (WOC), Navy
CHRISTOPHE, Paul L. (LAC), Army
DUMAS, Albert (LAC), Army
EDWARDS, Dudley R. (LAC), Army
EDWARDS, Lyman (WOC), Mer. Mar.
GIBBONS, Eugene L. (WOC), Mer. Mar.
HEARON, Kennie (LAC), Army
HOSKINS, L. C. (WOC), Army
HUMPHREY, Roy (LAC), Army
JACKSON, Claudie (WOC), Army
JOHNSON, Billy (WOC), Army
JORDAN, LeRoy (LAC), Army
LONG, John W. (WOC), Mer. Mar.
MICKENS, Willie (WOC), Mer. Mar.
OWENS, Richard I. (LAC), Army
PALMER, Willie (LAC), Mer. Mar.
PARKER, Richard E. (LAC), Navy
POOLE, Sam (LAC), Army
REED, Joe A. II (WOC), Mer. Mar.
REYES, Baudelio (LAC), Army
ROBERSON, Buford (WOC), Army
ROBINSON, Edward G. (OPNS), Navy
SCOTT, O. W., Jr. (WOC), Mer. Mar.
SWEAT, James W. (WOC), Army
THOMPSON, James L. (LAC), Army
WARD, Karl (LAC), Army
WEBB, Julius W. (WOC), Army
WHITLOW, Margurite Y. (WOC), WAC

(Continued on page 19)



Alfonso Ojeda, Tucson Division
Richard Blake, Sacto Shops
Fred Page, San Joaquin Div.
Richard Beaumont, LA Division
Angelo Decarla, Salt Lake Div.
James Kelly, LA Shops
Clyde Landers, Rio Grande Div.
Adolph Less, Coast Div.
James Quinn, San Joaquin Div.
Jack Neely, Sacto Div.
George Shaffer, Tucson Division
J. J. Hedrick, Jr., Western Division
David Stanfield, El Paso Shops
E. A. Olguin, Bayshore Stores
Donald Caton, Portland Div.
Leo Agostini, Shasta Div.





JACK THACKER, former draftsman in Engineering Dept. at Oakland Pier, is now at Minter Field in Bakersfield.

EARL GRUMMIT (right) and buddy atop a captured Nazi tank in France, where Earl is with a Railway Operating Battalion. He was asst. signalman at San Luis Obispo when he joined the armed forces.



the old walled cities of Fez and Rabat. He is stationed within a five minute drive of Casablanca, city of modern architecture and Arabian culture. "I get into town pretty often," he reports, "to see the sights and let the sights see me."

Another battle star has been added to **Walter J. Abplanalp's** service ribbon as a result of the part he took in the Rome-Arno campaign. A brakeman from Portland Division, Walter is a captain with the 12th Air Force. He had charge of his squadron's armament section on Corsica. He also is authorized to wear the Distinguished Unit Badge given with the recent citation by the War Department to his B-25 group for destroying the Benevento, Italy, railroad yards.

Major **Howard E. Watts**, chief clerk to master mechanic, Ogden, has been transferred from his post as executive officer of the Army's ordnance depot and station at Fort Crook, Neb., to Palmer Woods ordnance depot, at Detroit. Palmer Woods is a master depot for Chrysler parts as well as for vehicle storage and shipping. Watts has been stationed at Fort Crook for the past three years.

For his outstanding performance as an airplane armorer, Sgt. **Victor Bergman,** information clerk from SF Service Bureau, has been awarded the Distinguished Unit Citation along with his buddies of a 15th Air Force ground crew. The group service Mustang fighters at an air base in the Mediterranean theater.

With the 719th Railway Operating Battalion in Italy, two SP men are doing their bit to keep the military trains rolling. They are T/5 **William Frudenberg,** machinist helper from Bayshore shops, and T/4 **Steve Gerich,** from Sacramento Shops. Both men have been overseas nearly two years. Since arriving at its overseas station, their outfit has moved more than six and a half million tons of vital freight, almost five million tons in Italy alone. The battalion has operated up to within five miles of the front, establishing railheads before Cassino and Sesse Aurunca. Much of its equipment is captured German and Italian stock. Bill wears the Good Conduct Medal and two battle stars in his service ribbon. Steve also wears the Good Conduct Medal and one battle star in his ribbon.

Building front-line air strips for fighter and fighter-bomber planes of the tactical air force is the job of Cpl. **John J. Driscoll,** timekeeper and material clerk from Coast Division. John is with the aviation engineers who have built air strips in England, France, Belgium and Germany. He has been overseas 20 months and says that in that time he has "been through and seen a lot of war activity. Shelling, bombing, strafing, V-1 and V-2 buzz bombs have become ordinary experiences."

After serving with the Army Air Forces as a weather observer in the Aleutians, since Sept. 1943, Lt. **Robert Miller** of the Army Air Force was reported missing in action, Dec. 7. However, recent word tells of his internment in a neutral country from which he is expected to be released in the near future. Bob was a rodman on Coast Division, entering the armed forces in 1942. His job with the AAF was to accompany bombers on combat missions and chart weather conditions. His father, Albert, is ICC examiner with headquarters in SP Valuation Dept., SF, and his mother, Thelma, is rate clerk in Gen. Pass. Dept., SF.

Capt. **Tony Tsaguris,** of Tucson Division, has been awarded the Air Medal for "meritorious achievements, courage and skill during bombing attacks on Jap shipping and military installations in both the Palau and Philippine Islands." He wears one bronze battle star on his Asiatic-Pacific ribbon.

After serving a long tour of duty in the New Hebrides and St. Matthias Islands, Marine Cpl. **John Gregovich,** of Aud. Pass. Accts., SF, has been returned to the States. He was an aviation supply man with a Marine air wing squadron.



"MOST TOUCHING RECOGNITION" of Joe Rosenthal's classic picture of the flag-raising over Mount Suribachi on Iwo Jima, was how *Newsweek*, national news magazine, credited the above picture. The re-enactment by a squad of youngsters 6 to 8 years old took place at Roseville and was photographed by the enterprising "Sparky" Hellbron. "Nothing else told the impact of the original so vividly as that," said *Newsweek*.

Second Lt. **Charles E. Howell,** switchman at Phoenix before entering military service, is now stationed at Cazes Air Base, Casablanca, where he is serving in the North African Division of the Air Transport Command. During the eight months he has been overseas, he has accumulated 400 flying hours and visited every principal city in North Africa. His base maintains more than 650 pilots to fly the all-year all-weather routes to Europe, Russia, the Middle and Far East.

Having finished training, **Kenneth C. Alspaugh,** S 1/c, PMT employe from Portland, has been stationed at Charlestown, Rhode Island, where he is servicing ordnance equipment on night fighter planes. "I like the work and am on a good base," he writes, "so that helps make up for being on this coast instead of out West."

For more than six months Major **Harold C. Stull,** asst. division engineer, from Rio Grande Division, has been in Italy serving with the 774th Railway Grand Division. His unit has charge of military and Italian civilian personnel operating military railroads from Naples to the front lines. Besides the American soldier railroaders, the unit controls more than 70,000 Italian railway employes. Stull wears the Mediterranean Theater ribbon with one battle participation star.

"Our unit was one of the first outfits to land in the Philippines," writes, S/Sgt. **Roger Eustachy,** clerk from Aud. Disb. Accts., SF. He says it was a great day for the boys, for they knew they were on their way to Tokyo. Grateful Filipinos greeted them enthusiastically. "Their life under the Japs wasn't easy," Roger said, "but the Japs now are paying heavily for their violence. Guerillas here are surely doing a swell job and their intelligence forces have aided us in many ways."

Promotion of **Arlett G. Mosier,** freight clerk at Fresno, from first lieutenant to captain has been announced at an Eighth Air Force fighter station in England. Arlett is a P-51 Mustang fighter pilot and flies regular combat missions with the 479th Fighter Group of the Second Air Division. He holds the Air Medal with three Oak Leaf Clusters.

From France, Capt. **Harold Wittekind,** El Paso Stores, writes of unusual customs there. "You shake hands every time you meet a person, several times while you talk with him, and four or five times when you leave—that may be an exaggeration, but it seems almost that way. But France has a certain hospitality that is mighty nice. It would be a pleasure to come here during normal times and browse around, living with the people, eating with them and possibly gaining fifty pounds."

MAKING FRIENDS OF THE KIDS in every land is a characteristic of the American soldier as typified in these pictures of two SP boys from opposite sides of the world. At the left is Paul C. Freund, former LA Div. brakeman, with some of his little French pals. At right, Dominic Puizina of Aud. Frt. Accts., SF, is surrounded by a group of admiring Philippine lads. Dominic's brother, Milo, who worked in the Law Dept., SF, is in India. The boys are sons of Dan Puizina, carpenter in the General Offices.





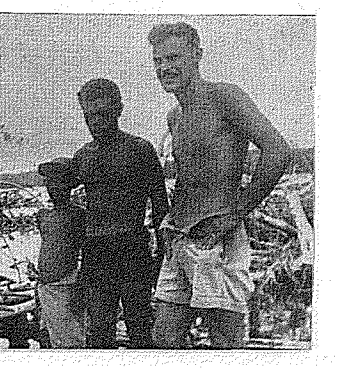


LT. HARRY WILLIAMS and his P-51 Mustang are part of the hard-hitting 357th Fighter Group which recorded over 400 German planes destroyed in eight months of air fighting. Picture was taken in England. Harry formerly worked at Sparks Shops, where his father, James Williams, is supvr. of emergency repair track.



SGT. JOE MANCHAN of LA Shops finds his railroad experience helpful in his Army work. Joe is putting finishing touches on one of the railway cars he has been helping build in England.

CHARLES D. HOPKINS, petty officer 1/c, radio, has won friends among the dark-skinned natives of the South Pacific. Charles formerly worked on Salt Lake Division. He is the son of L. P. Hopkins, Portland Division supt.



IN THE WAR HEADLINES

DIED IN SERVICE

DURING a naval encounter in the Philippines, **Byron D. Griffith,** machinist mate, first class, was killed in action Jan. 7, according to Navy Department reports. Before entering the Navy he was a machinist helper at Bakersfield, where his father, W. E. Griffith, is car inspector for SP. Byron had been in the Navy since Nov. 1942.



In the invasion of Okinawa, Pfc. **Frank H. Burnham,** former switchman at Sparks, was killed March 28. A member of the Marine Corps, Frank had earned the Presidential Citation.

Pvt. **Ardee C. Harris,** former switchman at San Jose, was killed in action in Luxembourg Jan. 20, War Department reports reveal. He entered military service in May, 1944, and was serving with the Infantry when killed.

George J. Beys, a second lieutenant in the Air Corps and former instrumentman on Rio Grande Division, has been listed as dead by the War Department. He was first reported missing in action May 19, 1944, and more recent advice tells of his dying of injuries he had received.

Pfc. **Calloway Black,** former pumper at Leaf on Shasta Division, has been reported killed in action. Black was on a special volunteer mission on Luzon when killed in hand-to-hand combat Jan. 26.

While fighting with the Infantry in Belgium, Pvt. **Tomas H. Jaramillo,** former section laborer at Carne, N. M., was killed in action Jan. 15. He was the son of Jose Jaramillo, also a section laborer at Carne.

Derrill J. Jensen, former apprentice at Sacramento Shops, was killed in action on Luzon, March 7, while serving with the Infantry. He was the son of H. A. Jensen who for the past 20 years has been employed at SP's Ogden shops.



Byron Griffith, San Joaquin Div. | Ardee Harris, Coast Division | Frank Burnham, Salt Lake Div. | Carlos Caballero, Tucson Division

WOUNDED

THE War Department reports Pfc. **George J. Galanos,** formerly employed on Coast Division at Surf, was wounded in France Feb. 24. George entered military service in Dec. 1943 and has been overseas since last December.

John M. Diaz, counterman in Oakland Pier Commissary, was wounded Feb. 23 while fighting with the Marines on Iwo Jima. He has been returned to the States and is now convalescing in a Navy hospital.

"We were preparing to mount our half-track to attack when the Germans started shelling us," writes **Norman Butler,** photostat operator from Duplicating Bureau, SF. "One shell landed a little close to me and the concussion broke a couple of ribs." The accident occurred March 2 as the Yanks were storming the Rhine. Norman is now in an overseas hospital where he is rapidly recovering from his wounds.

Pfc. **Owen Egger,** of Sacramento Shops, writes, "I had a little accident in Germany a while ago so now I'm nursing a broken leg here at a hospital in England." He was serving with an engineering battalion when he was injured.

Marine Pfc. **George O. Burton,** pipefitter at Ogden Shops, was wounded March 8 in the battle of Iwo Jima, according to official Marine Corps reports. He joined the Marines in April, 1944, and has been overseas since last November.

PRISONERS OF WAR

WORD has been received that Pfc. **Carlos C. Caballero,** car inspector from Tucson, is a prisoner of war in Germany. He was previously reported missing in action in Luxembourg where he was fighting with the Infantry. Carlos entered military service in March, 1941, and has been overseas nearly two years. Two of his brothers, Basilo and Eddie, are car inspectors at Tucson.

Pvt. **Anthony Raffo,** clerk in Aud. Frt. Accts., SF, was taken prisoner by the Germans during the fighting in Luxembourg, according to War Department reports. He was fighting with the Infanty when taken prisoner and had been in military service since Dec. 1942.

-v-

Posthumous citation was awarded Lt. **Murray K. Jacobs,** former asst. file clerk at Ogden, at retreat ceremonies held last month at Hill Field near Ogden when Mrs. Charlotte B. Jacobs received the Air Medal in honor of her son. Murray was a transport pilot flying over "The Hump" on the China-India-Burma front when first reported missing in action May 27, 1944. Later War Department reports listed him as dead. He had flown more than 150 hours over the dangerous air routes of his sector.



Capt. R. L. Salmon, Western Division | Lt. (jg) William Hines, Mail & Express Traffic | Lt. E. J. Ramos, LA Shops | Lt. E. J. Howard, Aud. Payroll Accts. | Lt. Roy E. Cooper, Tucson Division | Capt. Danny Shea, Freight Claims

Serving Their Country

(Continued from page 15)

COAST DIVISION

ABEL, Theo. H., Jr., Mer. Mar.
DAHL, Vernon L., Army
DURING, Jack E., Navy
HARDY, Willie E., Mer. Mar.
HARTLESS, Alton I., Army
HENDERSON, Wm., Mer. Mar.
NORMAN, Bennie, Mer. Mar.
PARODI, Richard P., Army
PETERSON, Lyndon Marines
SALAZAR, Ernest M., Army
SCHAFFER, B. A., Mer. Mar.
SIEGEL, George W., Army
YOUNG, Clark E., Mer. Mar.

RIO GRANDE DIVISION

ARRAS, Roberto S., Army
CAGIGAS, Paulino A., Army
CANTUA, Francisco P., Army
CASTRO, Angel A., Army
CHAVEZ, Luis G., Army
CRUZ, Juan O., Army
DAVIS, Lemuel J., Army
JAUREQUI, Alfredo G., Army
KILPATRICK, Henry F., Army
MARGALLON, Leon L., Army
MARQUEZ, Francisco, Army
MEDINA, Jose A., Army
MINBELO, Florencio, Army
RAMIREZ, Francisco, Army
RAMOS, Ricardo M., Jr., Army
SALAZAR, Alfredo, Army
SALMON, Felix C., Army
VALDEZ, Ventuno R., Navy
VERDUGO, Gildardo M., Army

EL PASO STORES

AMIEVA, Manuel, Jr., Army
CHAVEZ, Ludim, Army
GUTIERREZ, Pedro M., Army

EL PASO SHOPS

HERNANDEZ, Manuel, Army
MADRID, Jose, Army
MARTINEZ, Jesus, Mer. Mar.
NIETO, Julio, Jr., Army
PINO, Faustino, Army
ROMERO, Ascencion, Army

SACRAMENTO SHOPS

BARLOW, Peter, Army
BURKE, Laurence H., Army
BRAZIL, Clement, Mer. Mar.
CAMPOS, Jesus, Army
CRAWLEY, Hugh Mer. Mar.
DAVIES, Irving M., Mer. Mar.
GALLARDO, Raynaldo, Army
GORI, Andres J., Army
GORRE, Manuel E., Navy
GRIFFITH, Gilmore, Jr., Navy
HERNANDEZ, Manuel, Navy
HORNE, Marvin C., Mer. Mar.
HUGHES, Alfred R., Jr., Army
MARTINEZ, Valentin, Navy
REDMON, Arthur L., Army
ROSE, Richard J., Mer. Mar.
SILVA, John J., Army
TANNER, Henry W., Mer. Mar.
WILSON, Russell H., Navy

SALT LAKE DIVISION

ADAMS, A. H., Army
AGUAYO, Jose, Army
COOKSEY, Roland, Army
JACKSON, Lewis B., Army
JACOBSEN, Halvor G., Army
JARVIE, Howard J., Army
JONES, Fred B., Army
KNIGHT, Lee W., Army
LARAGORA, Justino, Marines
LOVING, Virgil, Navy
LUNA, Andy, Army
MARTIN, Robert L., Army
MAYES, Dale E., Army
MEDCRAFT, Donald J., Army
MINDER, William L., Army
MOORE, Paul, Army
MURRAY, R. A., Mer. Mar.
PORTER, Royal, Army
PRIEST, David L., Army
RANSON, Alexander, Army
REYNOLDS, Ralph, Army
ROUNDY, D. Y., Army
RUGGER, Charles D., Army
SARAGOZA, Justino, Navy
SARGENT, Jay, Army
SHUPE, Richard H., Navy
TAYLOR, Emery A., Army
TRIGUEIRO, A. L., Navy
TRUMAN, Floyd, Army
VALENTINE, Leland L., Army
VANSWEDEN, Robt. V., Army
WEIGHALL, Donald E., Army
WILLIAMS, John H., Army
WOOD, Gene L., Mer. Mar.

SACRAMENTO DIVISION

CHAPMAN, R. C., Army
DERHEIM, L. J., Marines
GRABINSKE, Ruben, Army
KNUTSON, Clair E., Army
McKERN, Rosa P., Army
SMITH, Walter F., Army
SWANSON, Quentin D., Navy
VAN DYKE, Wm. W., Marines
WASHBURN, Lee R., Navy

SAN JOAQUIN DIVISION

BIANCHI, Eugene H., Navy
BOWERS, James E., Army
BUTT, Samuel J., Army
COCHRAN, Carl, Army
EIFFLER, Leroy D., Army
FOX, Monroe L., Navy
FREEMAN, Newton W., Navy
FUTCH, William L., Army
HUGHES, Gerald J., Navy
RUIZ, Sostenes G., Army
SCALES, Claude E., Army

WESTERN DIVISION

ALFORD, Harry B., Army
CHAMBERS, R. S., Army
De SEGUIRANT, H. C., Army
GILLESPIE, Richd. A., Army
GRONDONA, Ed. L., Army
HADLEN, Edith L., WAC
HADWIN, John B., Mer. Mar.
KAY, Osborne J., Army
KYRIACOS, Karl, Army
LEE, Thurman E., Army
LENIHAN, Edwin F., Army
LEWIS, James, Army
MABRY, Henry E., Army
MASI, Peter J., Army
MAYFIELD, Joe N., Army
McCUISTION, H. R., Army
MUNN, John M., Army
PARTEN, Ike H., Army
PARTINGTON, K. W., Army
RAPHAEL, Ralph L., Army
SRSEN, Peter R., Army
TAYLOR, Shannon B., Army
WHEATLEY, Morris B., Army
WILLIAMS, Jack J., Army

SHASTA DIVISION

BROWN, Charles D., Navy
FIELDS, Thomas M., Army
HARPER, Harry T., Army
PAUL, Nedon A., Mer. Mar.
PHILLIPS, Joe A., Army
SOARES, Duetta W., WAC
WALKER, Virgil E., Army
WILM, Robert G., Navy

PORTLAND DIVISION

BRYANS, Donald L., Army
BURGOYNE, John D., Army
CHURCH, Harry D., Army
CONNER, Curtis S., Army
DARRELL, Jack R., Army
HANSON, John W., Navy
JACOBSON, Gordon, Army
McLEAN, Frank, Army A.C.
SHEPHERD, L. J., Army
SNODGRASS, V. M., Army
THAYER, Willard, Navy
VANNOY, Donald G., Army
WOOLFORD, Ansen B., Army

TUCSON DIVISION

GOLDING, Albert, Army
HEAVENER, Louis E., Army
HOWARD, LeRoy H., Army
HUMPHRIES, Redis, Navy
INGLET, Irwin J., Army
LEVY, Harry F., Army
MOCNIK, John, Navy
NELSON, Glad L., Army
PRUETT, Ralph M., Army
RAMSDALE, Cecil R., Army
TRUJILLO, Charlie M., Army
WATKINS, Thomas R., Army
WULFF, Richard R., Army

LOS ANGELES DIVISION

ATKINS, William W., Army
BERRY, William D., Mer. Mar.
CLEMENTIN, Julio T., Army
EDWARDS, Grover E., Army
EVANS, Clayton C. Mer. Mar.
GASPER, T. J., Army
GREEN, Billy R., Mer. Mar.
McCRAY, Howard L., Army
McFARLAN, H. L., Mer. Mar.
MELI, Andrea, Army
MORET, Walter J., Army
NAVARRO, Melquiades, Army

EASTER SUNDAY HOSTESSES for the service men at USO Apostleship of the Sea headquarters in SF were this group of girls from the 4th & Berry Freight Office, posed with some of their guests. Myrtle Gorman was chairman of the committee, which served about 200 dinners to the men.



THE SP Family AT HOME

By **GENEVIEVE CALLAHAN and LOU RICHARDSON**
Nationally known foods writers and consultants



EVEN though some foods are scarce, it's still possible to have good-tasting meals without spending a lot of points or time. Here are ideas for three.

Frankfurter Onions. To serve 2, allow 2 or 3 big onions and ½ lb. frankfurters. In a large skillet heat 2 or 3 tablespoons shortening and in it slowly fry the sliced onions. Meanwhile, boil franks briefly, remove skins (unless they're skinless), slice them into the onions and continue cooking until onions and franks are delicately browned. Good with mashed potatoes, green vegetable, tomato gelatin salad.

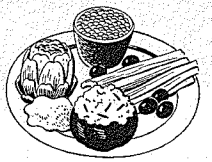
Smoked Salmon Scramble. Cut ¼ lb. smoked salmon into slices and brown lightly in 3 or 4 tablespoons margarine in a skillet. Beat 4 eggs, add 2 tablespoons water 2 or 3 green onions chopped fine (tops and all), and ½ teaspoon salt. Pour over salmon, stir slowly over low heat until thick. Serves 4. Creamed peas would be good with this.

Cheese-Flavored Mush. The day before, make cornmeal mush according to directions on package of meal. Just before pouring it into a pan to cool, stir in a little grated or cut-up cheese. Next dinner-time cut mush into slices, roll in flour and brown slowly in hot fat in skillet. Good served with stewed tomatoes and green beans.

A GOOD MOLASSES CAKE

½ cup oil
½ cup molasses
½ cup sugar
1 egg
1¾ cups flour
2 teaspoons ginger
½ teaspoon cinnamon
½ teaspoon salt
½ cup buttermilk
1 teaspoon soda

Mix together in a big bowl the oil, molasses, sugar and egg. Beat thoroughly. Sift flour with ginger, cinnamon and salt. Stir soda into buttermilk. Now add, alternately, flour and buttermilk (a little at a time) to the creamed mixture, beating after each addition. Pour into a greased baking pan (one 8 x 8 x 2 inches is a good size). Bake in moderate oven (350 degrees) 35 to 40 minutes. Very good served warm.



VEGETABLE PLATES

Big thing to remember about vegetable plate meals is to include some protein food such as beans, eggs or cheese. The plate pictured here consists of a hot artichoke to be eaten with mayonnaise; canned kidney beans heated very hot and served in individual casserole; a tomato stuffed with cottage cheese; celery, and ripe olives. With milk and heated rolls or biscuits, it's a good meal.

HAVE YOU TRIED THESE?

Frozen codfish cakes (bought wherever frozen foods are sold) make good eating—if you like codfish cakes, that is. Try them with creamed asparagus. . . . Butter flavoring now on the market really does give a buttery taste to margarine. . . . Garlic sausages sold in delicatessens do much to step up foods such as scrambled eggs, spaghetti, baked beans and the like. Fry sausages thoroughly, cut into slices, add *ad lib*. Being highly seasoned, they go a long way. . . . Buttermilk is a good buy. It makes a wonderful seasoning for cooked cabbage. Good, too, in mashed potatoes. Use it as you would sweet milk or cream in each instance. . . . Serve cottage cheese as a topping for gelatin desserts or salads, pie, or bowls of fresh or canned fruit. Gives a just-right finish, especially for summer eating.

EGG BOWL

Hard-cook 4 eggs (about 20 min. simmering). Have ready a warm bowl. Chop 3 or 4 green onions, tops and all. Shell hot eggs and slice 'em hot into the bowl, add a little butter, salt and pepper, and the onions. Serve warm from bowl with fried potatoes, lettuce salad, wholewheat bread, and milk, with fresh fruit and cheese for dessert. Serves 2.

For Outdoor Eating

Instead of spreading sandwiches, set out a loaf of pumpernickel bread and a bowl of cottage cheese that's been mixed with peanut butter and pickle relish. Slice bread thin, let everyone spread his own. . . . For a good casserole, combine cooked dried lima beans, bits of delicately browned veal stew meat, a can of cream of mushroom soup; season, bake until hot and bubbly. . . . Having potato salad? Whether bought or homemade, build it up with plenty of sliced hard-cooked eggs, lots of chopped parsley, finely chopped cabbage or other raw vegetable. . . . If at all feasible, be sure to serve something hot with every "cold meal." Makes for better eating.



-v-

Less than a month after Gloria Riley, comptometer clerk in Stores Dept. voucher bureau, SF, donated a pint of blood at the SF Red Cross Blood Donor center, it had been used to help heal the wounded on Iwo Jima. Gloria made her donation Feb. 21 and on March 17 a letter was dispatched to her from Lt. (jg) Louis A. O'Gara, medical officer, thanking her for the blood she gave and stating it had been used.

Nothing annoys a woman more than having friends drop in unexpectedly to find the house looking as it usually does.

Horse sense is something a horse has that keeps him from betting on people.



SPARKS SHOP FIRE DEPARTMENT volunteers, with their wives, families and friends, held their first annual dinner in Sparks last month. Some of the celebrants are shown at top. Lower picture shows members of committee and their wives. The couples, left to right: Mr. and Mrs. J. Aldous, D. Simoncini (captain), A. Masonhall (captain), J. Casey (fire chief), F. Johnson, "Mac" Wordleigh, Joe Bugica, committee chairman. The fire department has 30 members, 10 on each shift.

SP Chef Wins Acclaim For Delicious Recipes

AMONG the Southern Pacific chefs who have helped the Company win a widespread reputation for the excellent quality of its menus is James W. Seldon.

Seldon's palate pleasing dishes have been acclaimed by all who have tasted his culinary concoctions.

For many years Jim was a ship's cook before coming to SP at Ogden two years ago.

Seldon has an unlimited variety of menus and recipes at his command and is continually adding to them with new ideas and methods of preparing appetizing meals from ordinary wholesome food.

Here are a couple of samples of his cuisine. Try them out and judge for yourself whether or not he is a good cook:

CHEF JAMES SELDON
Delicious dishes are his dish . . .



Pork Chops and Sauerkraut

1 quart sauerkraut
6 pork chops
6 white potatoes
1 large onion

Slice onion and place in pot. Add sauerkraut with two quarts of water. Set on slow fire and let boil for four hours, add pork chops; salt and pepper to taste. Place potatoes on top of pork chops and cook over slow fire until potatoes fall from fork.

Cristoble Banana and Cocoanut Pudding

4 to 6 ripe yellow bananas
1 cup shredded cocoanut
1 teaspoon nutmeg
1 quart fresh milk
2 tablespoons melted butter
1 teaspoon vanilla extract
1 cup sugar
3 eggs

Mash bananas well, add sugar, cocoanut, nutmeg and butter. Mix. Add eggs, milk and vanilla. Place in round pudding pan and bake in moderate oven 350° until golden brown. If the pudding browns too rapidly, place pan of water over it.

General (on telephone): "Do you know to whom you are talking?"
Private (on the other end): "No, and I don't care."
General: "I'm the general!"
Private: "Well, do you know who I am?"
General: "No!"
Private: "Thank heaven for that!"

Canine Sentries!

WHEN the Army and Navy first asked for trained dogs to send into battle areas with American doughboys, H. O. Peters, special agent for Northwestern Pacific, had already started a program of training dogs to assist in policing NWP's properties.

Several patrolmen guarding bridges, tunnels, buildings and other facilities along the line are now accompanied by dogs keyed to sense danger and the presence of intruders. Fortunately, the dogs have so far had no real occasion to frustrate saboteurs or trespassers, but they have displayed their prowess on many occasions. They have developed an uncanny sense of possession and each feels the property he guards is his own. These dogs are most effective alarms when anyone approaches the place they are guarding.

Typical of these canine guards is Mutty, a German shepherd owned by Patrolman Charles C. White. Mutty's job is



GUARDIANS of NWP property are Patrolmen Charles C. White (left) with his faithful dog "Mutty" and George C. Curless with his pal, "Carlo" (story above).

to go with his master each night to guard NWP's dynamite magazine at an isolated spot in Trinity County. Mutty is an extremely punctual dog. If, at 6:30 p.m., his master has been delayed for any reason he starts a campaign for action, howling and barking until White appears. While on the job it is practically impossible for anyone to get inside the fenced area without Mutty knowing it.



NOTHING DOING, MISTER! How far an intruder *doesn't* get if he reaches for a gun in the presence of an alert Doberman is demonstrated in this picture of Special Agent H. O. Peters of Northwestern Pacific, and "Mac," one of his finely trained dogs. Peters is wearing padded gloves for protection against the animal's jaws.

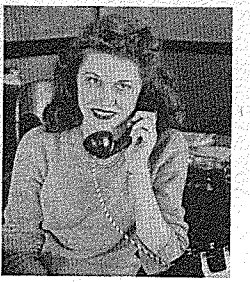
Another outstanding NWP dog is Carlo who, with his master, George C. Curless, every night patrols a large tunnel near Shively in Humboldt County.

Peters' current project is the training of Mac, a Doberman pinscher, who is fast learning all the tricks of disarming and subduing an enemy. At a meeting of the SP Rod and Gun Club in San Francisco, Peters and Mac gave an exhibition of what the trained dogs do on the job and in combat when the occasion requires. Peters would set Mac to guard a man and every time the man made a false move such as to try to slip away or go for his gun the dog would pounce upon him, disarming him and forcing the quarry back to his original position.

Peters' hobby of training dogs took on increased significance when the nation called for dogs to send into war zones. In support of the Dogs for Defense program he has helped train dogs for war duty and has helped teach many of them the art of disarming, holding, guarding and even killing the enemy. He also has taught them to carry messages and recognize and obey orders.

EUREKA STATION FORCE is deep in war work handling outbound shipments of lumber from the famed redwood empire, fish from the packing houses that dot the shores of Humboldt Bay, and inbound shipments of materials used in building floating drydocks. Shown above are some of the workers who handle Northwestern Pacific's business at this point. Left to right: E. A. Alexander, Anna J. Bird, R. V. Hubbard, Dorothy J. Sannazzari, E. W. Gray, Gertrude H. Cragen, H. R. Inskip, agent; J. L. Cragen, Jean M. Lemos, Lucy K. Loika and W. V. Colson.





MERCEDES McBRIDE
Coloratura on the telephone . . .

Prefers Railroading To Operatic Career

PERSONS calling the special agent's office in El Paso might well be impressed by the soft, melodious voice that answers the telephone. It is the voice of Mercedes McBride, steno-clerk, whose beautiful coloratura soprano has won wide recognition for her.

Program arrangers and musicians who have heard her sing insist that Mercedes could have a brilliant vocal career if she so desired. But Mercedes says no.

"I want to improve my singing," she says, "but I don't care for a career. I sing because I love music."

Her love of music is tunefully reflected in her musical engagements. At the age of eight she made her first public appearance singing "Pink Elephants" over a local radio station. Now her entertainment time is spent singing for service men in hospitals and camps, Red Cross and USO organizations, benefits and business clubs. She also is an accomplished pianist, and for three years during high school played piano in the school dance band.

Mercedes came to SP in June, 1943, as stenographer, following the lead of her father, Charles, who has been with SP for nearly 30 years and is now federal locomotive inspector at El Paso Shops.

-V-

Blood donor specialist: John Mee, 51-year-old crossing watchman at Oakland, is a strong campaigner for blood donations for fighting men on the battle lines and he supports his campaign by giving his own blood, having made 13 donations at the Red Cross blood donor center in Oakland. John is a veteran of 23 years' service with Southern Pacific.



WITH SMILES IN THEIR VOICES—that's how these operators greet SP diallers in Phoenix. Left to right: Helen Burrows, Margaret Mills (chief), Ruth Williams, Effie Thompson. Not in picture: Lois Siekman, Mary Jane Staymates. Of these girls, *Bulletin* Reporter Fletcher West writes: "Despite the war strain, with heavy burdens on lines, they are patient and cooperative and are winning new friends for SP every day."

TWO CELEBRATIONS IN ONE took place in the Ogden file room in March, when Royal L. Porter, record custodian, announced the arrival of a daughter at his home, and the postman announced the arrival of induction "greetings" for Royal. Celebrating the "arrival-departure" news were (l-r) Gilbert Gillette, Florence Marriott, Mona Allen, Margaret Stone, Royal Porter, Taunelita Easley, Evelyn Packard, Jesse Gaarde, Edna Runchel.



HE HELPED START NAZI CLEANUP

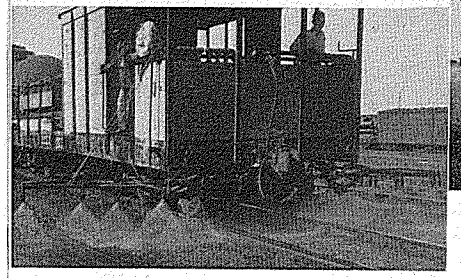
A ONE-WAY ticket is all Flight Officer **Earl S. Ivie,** of LA Shops, had when he guided his glider across the channel in support of the invasion of Holland. He had to fight for his return fare, a job he did quite successfully.

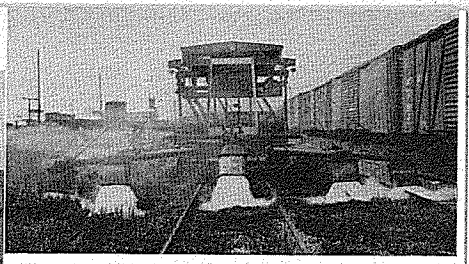
"Old lady luck rode with us," he writes, "enabling me to bring the glider through some pretty bad weather, lots of flak and plenty of ground fire, to a pretty good landing. We picked up a few holes, but no one was hurt—until after we landed. In the air I was at home—on the ground I was scared and plenty! We soon found out that we had no picnic ahead of us, but after five days of pretty rugged fighting I was evacuated."

Ivie was sent to England where he was selected for special duty and returned to the continent and is now in France.

Earl sent a picture to the *Bulletin*, showing him and one of his buddies on the day they were evacuated from Holland. They are shown guarding part of the more than 2,000 German prisoners taken by the airborne units. Unfortunately, the picture is too dark for reproduction. As Earl says, "It was taken with a camera that had been on the bottom too many times when its owner hit the ground."

The average tractive power of locomotives is now 34 per cent greater than it was twenty years ago.





TWO KINDS OF WEED KILLERS are shown here. At left is liquid spray machine using an arsenic spray in Roseville yards. One application is sufficient. At right is weed burner in operation at Emeryville. Weeds first are scorched, burned off 10 days later.

WAGING WAR ON WEEDS

HOUSECLEANING programs of various kinds have been described in previous issues of the *Bulletin* showing results achieved in railroad stations and shops, but SP's clean-up campaign also extends to the wide open spaces along the Company's 14,000 miles of track.

Victory gardeners who have waged war on weeds plaguing their fruits and vegetables can well appreciate the gigantic task confronting Southern Pacific in controlling weeds along its thousands of miles of track, on its shop and station grounds and under its bridges.

The pretty golden poppy, the seeds of which were so proudly broadcast along the track by engineers and firemen from early day trains, no longer is just a thing of beauty—nor a joy. It, along with hundreds of varieties of weeds, has become one of the most persistent obstacles to track maintenance.

To meet this annual challenge, maintenance forces use sprayers mounted on flat cars, giant open flame on-track weed burners, huge on-track mowers, hundreds of knapsack spray pumps, bulldozers, scrapers, an army of men with shovels to clean up places inaccessible to mechanized equipment and finally the lowly horse-drawn plow.

Appearance alone, although a large factor, is not the prime reason for fighting weeds on the railroad. Other and equally important reasons are fire hazards resulting when weeds dry out, hindrance to track forces working on or along the track, impairment to good track and sub-grade drainage with resultant tie and timber decay.

Sprays and powders are the ammunition, other than good old-fashioned elbow grease, used to fight weeds. The sprays are sodium arsenite, sodium chlorate, dinitro-ortho-cresylate, and various low grade oils. Powders are white arsenic, rock salt and borax. Some of these chemicals retard weed growth or sterilize the roadbed quite satisfactorily for a few years where rainfall and compactness of soil does not lessen the effectiveness.

In many instances, Southern Pacific forces join hands with local civic authorities to combat certain noxious weeds threatening to overrun a territory or community.

The annual system-wide weed control program is directed by F. L. Guy, engineer of maintenance of way and structures, and supervised by C. E. Conlin of his staff in close cooperation with division maintenance forces.

-v-

Much traveled envelope reached the *Bulletin* office recently after having moved through four U. S. post offices and three Army post offices. The envelope originally carried a Christmas message from President A. T. Mercier to Pvt. Ernest Kettle at the soldier's last known address which was at an Army camp in the States. Since the last address had been received Ernest had gone overseas, returned to the U. S. and had been discharged from military service. The letter finally reached him at Oakland where he had returned to work for SP. So many times had the envelope been forwarded that it was necessary to cover some of the addresses with gummed paper tape so postal officers would have space on which to write forwarding addresses.

GOOD HOUSEKEEPERS: One of the leaders in the station cleanup drive on LA Division (April *Bulletin*) is Oxnard station, also one of the busiest. In January, 1942, the staff consisted of five persons; now there are 57 employes to handle the huge volume of business at the export Naval base at nearby Port Hueneme. Some of the men and women who are setting a record for Safety, Efficiency and Cleanliness at Oxnard are shown below with division and traffic officers. Front row, left to right: V. F. Frizzell, genl. frt. agt.; Cora McCullock, Mary LaFouge, Joyce Craft, Mary Giles, Edith Wasserman, Agent M. L. Durham, H. R. Gernreich, LA Div. supt.; Nellie Brock, Betty Krammes, Betty Howell. Back row: R. S. Fisher, dist. frt. agt.; J. J. Hunter, asst. trainmaster; H. H. Smith, Mrs. C. M. Handrock, J. E. D'Arcy, Marcella Reynolds, D. W. Bosworth, Novella Estes, J. E. Thompson, Lenna Childers, Mary Henly, J. W. Withrew, O. E. Wake, W. J. Rountree, station supvr., Los Angeles Division.





"THE WHOLE TOWN'S TALKING" was the name of a play presented April 20 by the Portland Ry. unions for benefit of the USO and Red Cross, and now the whole town's talking about the fine performance of the cast. Feminine leads were (above l-r) Phyllis Benveniste and Carmella Laruso and supporting cast included Lela Pippy, George Johnson, Otto Reifschneider, R. Smethurst, Earle Taylor, Bette Atherton, Betty Andresen, Marian Reiner, Maxine McAllister, Howard Bailey, Ann Doublet.



THERESA BEVANS AND MARCELLA CUMMINS (seated center and right at far end of table) joined the WAVES and were given a going-away party by associates of the Local Treasurer's Office, SF, before their departure, April 15, for Hunter College, NY. Theresa is the daughter of former Treasury employes Eugene Bevans and Theresa Allison.

"It's a Tough Job But We're Doing Our Best"

WITH THE tenacity and effectiveness of a lion stalking its prey, America's Navy is seeking out the lairs of the Japs and blasting them out of existence One of the ships taking an active part in this deadly game is the U.S.S. *Pensacola,* aboard which Thomas J. Devlin, trainmaster's clerk at Oakland Pier, is serving as chief yeoman.

Tracing the battle course of the *Pensacola,* Devlin recently wrote of the ship's bombardment of Wake, Marcus, Chichi Jima, Ha-Ha Jima, Philippines (second battle), and six attacks on Iwo Jima, damaging gun installations, sinking enemy ships and shooting a number of Jap planes For their heroic operations, the officers and men were highly commended by the admiral in charge.

"During the engagements," writes Devlin, "I'm kept mighty busy on the open bridge relaying orders and conversation to and from the captain and the principal battle stations on the ship. I'll admit the Japs can shoot and they have the advantage of camouflage, so they usually hold their fire until we get in close. When they open up on us we know where their guns are and we blast them out of the ground—guns and all. They've had us doing the snake dance (zig-zagging) many times, but we always had them joining their ancestors at the finish.

"It's a tough job, but we're doing our best to end this war. The closer we get to Japan, the tougher and more costly, in lives and money, will be the fighting, but we don't intend to relax our efforts for an instant until Japan surrenders or is annihilated."

-v-

Change in directors of EMBA was recently announced following the retirement of W. C. Fitch as vice president and director of the organization. He is succeeded as director by H. W. Klein, asst. vice president in charge of system freight traffic. Fitch, general freight claim agent, has served on EMBA's Board of Directors since 1924 and has been vice president since 1939. This is Klein's first official position with the Association. At a meeting of the Board held May 1, it was voted to purchase $100,000 worth of War Bonds during the Seventh War Loan drive.

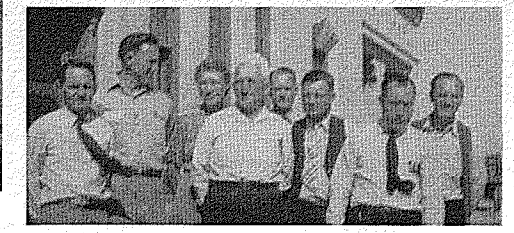
SUCCESSFUL BOWLING SEASON was completed last month by the SP Club women bowlers in San Francisco, with two teams deadlocked in first place at the finish. Playoff was won by the "Cascade" team, shown at right. Left to right: Leona Wedde, Doris Anderson, Zelda Heer, Elsa Calder, Jeanne Fox, Della Anderson. Shown below are the women who comprised the ten teams. Many of these feminine pin-spillers showed marked improvements in their averages and the SP league has come to be recognized as one of the outstanding women's leagues in San Francisco. Club officers for the past season were Eleanor Lucas, pres.; Juliette Bozios, vice pres.; Zelda Heer, secty.; Lois Scholz, treas.; Doris Anderson, publicity; Mary Urr, sgt.-at-arms.







NIMBLE FINGERS of Alberta Brown (left) and Gloria Jean Jones are playing a part in SP's war job, and their smiles add a sparkle to their surroundings. Alberta, dictaphone operator at 4th & Barry Freight Office, SF, represents third generation in family of railroaders. Gloria Jean, just out of high school, is helping in the war effort by working as steno-clerk to division engineer at El Centro.



HARVEY S. BELL, telegrapher at Mesa, completed 47 years' service March 31 and the station force and friends were on hand to congratulate him and extend best wishes on his retirement. Left to right: H. C. Niccols, clerk; Sanford A. Lewis, ticket clerk; Mrs. A. K. Hineman, bill clerk; Harvey Bell; Jack Baldwin, telegrapher; T. W. Bernard, asst. trainmaster; M. McKinley, agent; H. R. Matheson, cashier.

An invitation to retired railroaders to attend the annual picnic of Los Angeles Division employes in Los Angeles on June 17 is extended by J. M. Higley, general chairman of the committee. Held at Sycamore Grove, the picnic will honor the old-timers and special ceremonies also will be held in tribute to SP men and women in the armed forces. Last year around 10,000 railroaders and their families attended. It will be an all-day affair, starting at 9:30 a.m., with a continuous program of entertainment, games and special events scheduled. One of the special features will be a display of historical relics, and Higley says that any one who has some item of this nature and would like to exhibit it is invited to send it to him. He further stated that arrangements will be made to obtain hotel accommodations for out-of-towners if advance notice is given. Communications to Higley should be addressed to Room 577, Pacific Electric Bldg., LA.

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Great strides have been made by railroads during the past 75 years to provide low cost transportation, as indicated by an old tariff sheet recently brought to light by W. W. Hale, vice president, system freight traffic. Dated April, 1864, the tariff listed cost of hauling 100 pounds of flour 6 cents per mile; bacon, 5 cents; sugar, 10 cents; coffee, 25 cents. Minimum haul was 20 miles and weight charges were based on a minimum of 200 pounds. The railroads evidently were doing their utmost to effect speedy loading and unloading of freight cars. According to the tariff, cars detained more than 24 hours after delivery were charged for at the rate of $80 per day!

Promoted & New Jobs

Operating: **Fred E. Tardy** to asst. division engineer, Tucson division. He came to SP as a draftsman at Tucson in June, 1941, and worked there as instrumentman and junior engineer. In Nov. 1942 he became general foreman and was named relief roadmaster in May, 1943. He has been general track foreman since last February.

William B. Medill, transferred to Brooklyn from Eugene as master car repairer. With previous railroad experience he came to SP as car inspector at Brooklyn in Aug. 1912. In April, 1917, he joined the Navy, returning to his position as car inspector in Jan. 1919. Since then he has worked as lead inspector, asst. car foreman, wrecking foreman and car department foreman. He went to Eugene as master car repairer in 1942.

John E. Stockton to master car repairer, Eugene. He started as a carman helper apprentice on Shasta Division in Nov. 1923, where he also was car inspector and car builder. In April, 1938, he went to Salt Lake Division where he worked as car foreman, foreman of freight car repairs, general car foreman and since May, 1943, has been general freight car foreman.

Conroy F. Owens to asst. trainmaster, Bakersfield. With ten years previous experience, he began working with SP as a yard clerk at Ogden in March, 1937. In November of that year, after being laid off two months due to force reduction, he went to the General Office as special clerk in Bureau of Transportation Research. Since Feb. 1944, he has been asst. supervisor of merchandise service.

Patrick C. Wright and **Herbert T. Johnson** were appointed to temporary positions of asst. trainmasters at Imperial Valley. **William O. Ross** was named to a similar position on San Joaquin Division.

Traffic: **C. W. Morgan** to general agent at Spokane. He started with SP in 1937 as a steno-clerk at Seattle where he later was chief clerk in Freight Traffic Office. In Dec. 1940 he was named traveling freight and passenger agent at Klamath Falls, returning to Seattle in 1943 as city freight and passenger agent. Since last January he has been solicitation clerk in the General Freight Dept., Portland.

Robert T. Ditewig to solicitation clerk, Portland, succeeding Morgan.

H. Dale Ball to traveling passenger agent, El Paso. Starting as information and chart clerk in August, 1943, he worked as ticket seller and floorman at LA station. In Nov. 1944 he became traveling passenger agent at Tucumcari.

C. W. Geuther to traveling passenger agent, El Paso. He entered service in Jan. 1925 as a bill of lading clerk at Philadelphia and held various clerical positions there until Dec. 1939 when he became city passenger and ticket agent. In that capacity he transferred to El Paso in Feb. 1943.

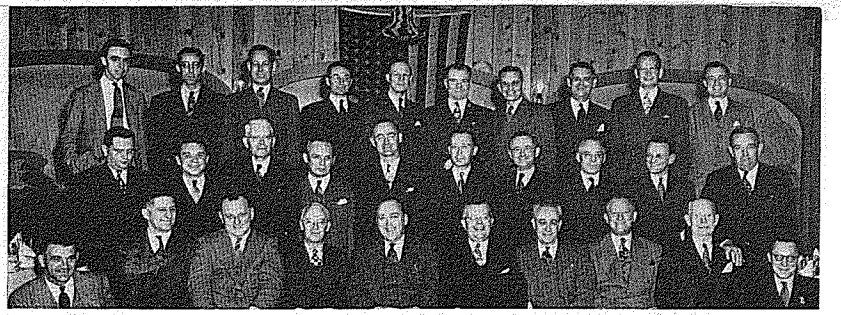
James T. Munn to agent of reservation-information bureau, El Paso. He has been agent of ticket office, Ft. Bliss, for the past two years.

Engineering: **James J. Doyle** to roadmaster, Shasta Division. He first worked as a section foreman for SP at Sacramento in July, 1924, and went to Salt Lake Division as roadmaster in Jan. 1934. Since Sept. 1940 he has been roadmaster on Portland Division.

Thomas R. Godley to roadmaster, Portland Division, with headquarters at Oakridge. He started with SP as a laborer on Portland Division and was out of service from March to Nov. 1920. He worked as section laborer until Nov.

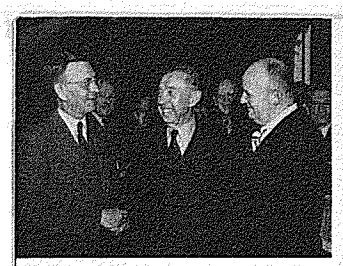


PARTIES for departing fellow employes occupied a prominent spot on Tucson's social calendar last month. Upper picture at left was taken at farewell party given by Timekeeping Dept. for Harry Lamm and his wife just before Harry left his position as head timekeeper to take a new position in the Personnel Dept. at SF. The Lamms are seated in center of picture. ● Picture below shows groups from Supt's. Office at colorful going-away party for Loyce Bannen (center, front row), accident and report clerk, who transferred to General Manager's Office, SF.



WHEN GOOD FELLOWS GET TOGETHER there's a good time for all, and that was the unanimous opinion of these groups which met in SF last month. Upper group shows members of Executive and Accounting departments who gave a party for two members of the New York Office, John B. Reid and Andrew J. Bauman (first and second on left of back row), who are in SF on special assignment. Many of those present formerly worked in the New York Office. ● Picture below was taken at Auditor Freight Accounts "pre-induction" party for Herb Matthew, which the committee said was as good as any excuse they could find to have a party. Entertainment consisted entirely of office talent, some of which was described as good.





JULIUS MEDVECZKY (center) receives best wishes of Chief Engineer E. E. Mayo on his retirement as draftsman in Engineering Dept. after more than 40 years' railroad service. Also officiating at office ceremony was T. F. Haggerty (right) asst. chief clerk.



ACCOUNTING VETERANS are Harry Molsted (left) and James A. Gill (right), shown with U. R. Nordeen, auditor of disbursements, when they retired last month with combined service of 92 years. See "Retired" for details.

1923 and has been section foreman since.

Frank Harmer from section foreman to general track foreman, Salt Lake Division. **R. M. Davis** to general track foreman, Portland Division. **Lester H. Naught** from section foreman to general track foreman, Shasta Division.

Motive Power: **E. Epling** to general foreman, of machine shop, Sacramento Shops. He has worked at Sacramento Shops since July, 1909, when he started as a helper. He worked as machinist, gang foreman, apprentice instructor until May, 1918, when he became a foreman. In Jan. 1932 he was named department foreman of the frog and reclamation shop where he remained until Feb. 1943 when he became general foreman of shop manufacturing. He returned to his position in the frog and reclamation shop in March, 1944.

Joseph A. Palumbo to department foreman, frog and reclamation shop, Sacramento Shops. Starting in Jan. 1928 he worked as machinist apprentice and machinist until Oct. 1941 when he became asst. foreman of car machine shop. Since then he has been foreman of machine shop, brass foundry and frog shop.

Luther E. Day to master car repairer, Sacramento Shops. His service with SP dates to Aug. 1899 when he started with the commissary department at Red Bluff. In Sept. 1900 he went to Sacramento as a car repairer and in June, 1902, became a car inspector and yard foreman at Gerber. He was named car foreman at Dunsmuir in July, 1917, and went to Oakland as freight car foreman in Nov. 1928. He has been master car repairer on Portland Division since Nov. 1935.



WM. BARTLE AND TOM JOHNSON were added to Motive Power Dept's list of veterans last month. Bartle (left) retired as master car repairer at Sacto Shops after nearly 36 years' service; Johnson as head clerk locomotive records in office of Genl. Supt. of Motive Power, SF, after 38 years.

RETIRED

Coast: Annuities approved: **William C. Bullard,** engineer; **Frank Carozza,** car cleaner; **Joseph A. Curtis,** boilermaker; **Patrick Donohue,** car inspector; **Michael L. Hurley,** B&B carpenter; **Lindell O. Jack,** signal operator; **Elizabeth Netherland,** clerk; **Frederick E. Reynolds,** engineer; **Angelo Tavella,** car repairer; **Frances E. L. Taylor,** timekeeper.

El Paso Shops: Annuities approved: **Gustav J. Brockmoller,** locomotive carpenter; **Manuel M. Rey,** machinist.

Los Angeles: Annuities approved: **Hubert H. Brannon,** telegrapher; **Harry H. Hartley,** conductor; **William H. Lucas,** locomotive engineer; **Jerus N. Reville,** yardmaster; **Ernest W. N. Sutton,** brakeman.

Los Angeles Shops: Annuities approved: **Stanley Dreiger,** boilermaker helper; **Ralph R. Flores,** boilermaker; **John C. Masterman,** clerk; **William Mertes,** machinist; **Frank E. Scully,** mechanical supervisor.

Portland: **E. W. Sharp,** engineer, April 15. Annuities approved: **Edwin H. Billing,** conductor; **Per W. Landstrom,** machinist; **Sigmon G. Miller,** carpenter.

Rio Grande: Annuity approved: **Rafael S. Montelongo,** freight carman.

Sacramento: **Louis DeBock,** engineer, Feb. 28, after forty-two years of continuous service. He began work with SP as a fireman in 1903 at Rocklin, later working between Blue Canyon and Sparks. In 1925 he moved to Roseville where he has resided ever since. Annuities approved: **Thomas P. Holder,** conductor; **Elmer E. Larison,** conductor; **Samuel T. Ross,** yardman.

Sacramento Shops: **Tony Dioguardi,** moulder, Mar. 3. Annuities approved: **Charles Szasz,** machinist; **George W. White,** blacksmith; **Frederick Williams,** blacksmith helper.

Salt Lake: **Joseph W. Jones,** carman, Mar. 26; **Thomas H. Lamerton,** mechanic, April 1. Annuities approved: **George W. Richards,** brakeman; **Lora B. Fitz,** agent-telegrapher; **Charles S. Parke,** locomotive engineer; **Lora Valentino,** janitor.

San Joaquin: Annuities approved: **Thomas H. Eaton,** machinist; **Robert L. Holcomb,** crossing watchman; **William C. Morgan,** locomotive engineer; **Clinton D. Nicholson,** signal maintainer; **Arthur E. Pittaway,** tender truckman.

Shasta: Annuities approved: **Henry C. Sweitzer,** conductor; **William A. Thaxton,** track foreman.

Western: Annuities approved: **Andrew R. Dobbie,** carpenter; **Fred Ferguson,** yardman; **Clifton Hallmon,** car cleaner; **Bert F. O'Brien,** brakeman.

Stores: Annuity approved: **Clarence A. Bullock,** gang leader, Los Angeles.

General Office: **Harry P. Molsted,** tax accountant and asst. chief clerk, Misc. Accts. Bureau, Aud. Disb. Accts., SF, March 31. He started railroading as a fireman on Portland Division in Feb. 1897 and left train service in Dec. 1899 to become a stenographer there. He went to Coast Division as steno in 1902 and returned to Portland in 1912 as division accountant. He has been asst. chief clerk and tax accountant since Sept. 1920.

James A. Gill, traveling accountant, Aud. Disb. Accts., SF, March 31. He entered service with SP as an M of W clerk at Ogden where he advanced to chief clerk before going to SF as special accountant in 1919. He became traveling accountant in Aug. 1932. Annuity approved: **Charles W. Sturdevant,** assistant engineer of tests, Motive Power Dept.

DCH&R: Annuities approved: **Olive Golly,** clerk; **Chauncey O. Dupee,** waiter. **Alexander Royal,** waiter.

Purchasing: Annuity approved: **Olaf Nelson,** chief lumber inspector, Portland

Traffic: **James S. Anderson,** passenger agent, New York, Jan. 1 after 49 years' railroad service. With 17 years' previous experience he came to SP's New York Passenger Dept. in July 1912, where he worked as stenographer and passenger clerk until June, 1925, when he transferred to the Executive Office in New York. He held various clerical positions there until Aug. 1937 when he became passenger agent. Annuity approved: **Everette H. Williams,** general agent, Indianapolis.

SPSS: Annuities approved: **Alex Berryman,** longshoreman; **Charles Frank,** foreman; **George Haynes,** longshoreman; **Elsie Kip,** file clerk; **William Trebosius,** freight handler.

Engineering: Annuity approved: **Joseph L. Dixon,** stationary engineer, West Oakland Wood Preserving Plant.

WILLIAM M. WILSON (seated, center) was honored by Salt Lake Division friends at a party in his home when he retired as conductor after nearly 46 years' service. Prior to the party he was greeted at Ogden station when he completed his last run by a large gathering of friends headed by Superintendent V. M. Petterson.





KATHLEEN STANTON (inset) was given a party by a group of present and former SP girls who at one time or another worked under her supervision in the Assistant General Auditor's typing bureau. The get-together was such an outstanding success it was voted to make it an annual event. Present were Xavier Scoggins, Marion Bickett, Elizabeth Bouquet, Ilka Wiechmann, Beverly Lindecker, Mae Bernie, Bernice Mitchell, Mary Laing, Lois Scholz, Claudia Orborne, Lillian Quandt, Blanche Bagneris, Bee Benjamin, Sarah Benjamin, Martha Songey, Elizabeth Iversen, Genevieve Biglow, Marie Barnes, Betty Gill, Josephine Trueb, Ethel Costa, Yvonne Nelson, Ida Hanley.

HENRY ANDERSON retired as chief clerk, Hospital Department, last month and was given a farewell party by office associates at the General Hospital. Anderson is shown in center of picture with L. W. Eib (right), secty. and asst. mgr., and E. L. Smith (left), asst. to mgr. Others who attended the party were Michael Glennon, Clarence Austin, Robert Asch, Harold Hines, Mary Cronnin, Jack Madden, Mabel O'Brien, Adele Rittler, Mabel Irvine, Nora Lee Teter, Jessie Thorsen, Ursula Cinollo, Katherine Dam, Rose McGlynn, Henrietta Rhoer, Ada Bates, Jean Nelson, Jennie Van Orman, Geraldine Van Orman, Richard Murphy, Marilyn Murphy, Olive Meyers.





50 YEARS' SERVICE and still going strong is the record of Jack Roberts, general clerk in Auditor Freight Accounts, SF, who was complimented by fellow employes last month when he passed the half-century mark. Roberts (left) is shown with Joe Badt, traveling freight and special accountant, who was spokesman for the group in extending congratulations.

DIED

Coast: **Alexander Ziokoff,** machinist, April 8; **Albert W. Terry,** lead upholsterer, April 3; **Antonio De La O'Cobian,** track laborer, Mar. 23; **George L. Cramer,** crossing watchman, Mar. 16; **Joseph W. DeSoto,** trucker loader, Mar. 17; Pensioners: **Mrs. Carrie M. Colson,** clerk, April 2; **Edward F. Sippel,** engineer, Mar. 28.

Los Angeles: **Edward A. Barron,** baggage clerk, Mar. 20; **Lloyd E. Hinkley,** tender truckman, April 14. Pensioners: **John Hardy,** yardman, April 9; **Joseph L. Huber,** switchtender, April 5.

Los Angeles Shops: Pensioner: **Thomas H. Mott,** store helper, Mar. 25.

Portland: **Elijah A. Denton,** carman, April 15. Pensioners: **Hugh S. Rogers,** chief log scaler, April 20; **D. C. Harris,** roadmaster, Mar. 24; **George Coons,** water service mechanic, Mar. 31; **John Hickem,** clerk, April 13.

Rio Grande: Pensioner: **John B. Carothers,** conductor, Mar. 14.

Sacramento: **Frank T. Shannon,** bridge watchman, April 1; **Walter O. Pool,** yardman, April 5; **Fred Tonkin,** crane operator, April 2. Pensioners: **Richard Lane,** engine foreman, Mar. 31; **Robert F. Watson,** agent-telegrapher, Marysville, April 10.

Sacramento Shops: Pensioners: **John T. Hall,** machinist, Mar. 30; **James P. McGrath,** blacksmith, April 8; **Jos. Huntoon,** car builder, Mar. 28.

San Joaquin: **J. Chester Beatty,** asst. division engineer, Mar. 24. Pensioners: **Albert F. Frembling,** locomotive engineer, Mar. 27; **Jesse N. Johnston,** conductor, April 8; **George Lawrence,** locomotive engineer, Mar. 27.

Shasta: **Marvin Martin,** B&B carpenter, April 5. Pensioner: **Louis Silva,** locomotive engineer, Mar. 28.

Tucson: Pensioners: **George W. Gann,** agent-operator, April 10; **John B. Grant,** B&B foreman, April 3; **John F. Koch,** brakeman, Mar. 8; **Frank McKinley,** car builder, April 2.

Western: **Robert L. Bettis,** sheet metal worker, Mar. 17. Pensioners: **Benjamin P. Lloyd,** agent, Rumsey, April 3; **Lee A. Borgstrom,** machinist, Mar. 24; **Daniel E. Green,** ticket collector, Feb. 26; **Steve Jakovich,** machinist, Mar. 9; **Hans P. Olsen,** apron tender, April 13; **Antonio M. Valera,** coach cleaner, Mar. 22; **George H. Wall,** crossing flagman, Feb. 11; **Peter Young,** crossing flagman, April 10.

Salt Lake: **John Simpson,** machinist, Dec. 14; **Nels C. Nelson,** tenderman, Mar. 17; **Bert Tregaskis,** fireman, April 3; **Pietro Agnese,** boilermaker helper, Dec. 14.

Police: **Harley A. Schubert,** patrolman, Sacramento, Mar. 30.

General Office: **James J. Neely,** claims agent, Law Dept., Mar. 30. He was employed at Dunsmuir at the time of his death, but over the past 30 years had worked in various offices and on various divisions, acquiring a host of friends scattered throughout the system.



NEWLYWEDS: Pfc Martin Rios and his pretty bride are pictured following wedding ceremony which took place when Martin was home on furlough some months ago. Now overseas, Martin was helper at Tracy Shop before joining the Army.

Stores: **Manuel Rogers,** lumberman, West Oakland, Mar. 23.

DCH&R: Pensioner: **Abraham Hart,** steward, Mar. 24.

SPSS: Pensioners: **Joseph P. Lynch,** gateman, Mar. 22; **Hayward Murrill,** cook-steward, Feb. 10; **Welford E. Seger,** checker, Mar. 8.

MARRIED & ENGAGED

Among the SP folk who have recently announced their marriage are: **Frances Elliot,** assistant secretary, Immediate Bureau, Aud. Misc. Accts., SF, to Earl Granite, U. S. Navy, Mar. 27; **Shirley Finley,** junior clerk, Commissary Accounts Bureau, Aud. Misc. Accts., SF, to Pfc. Ernest T. Keyworth, U. S. Army, April 8; **William P. Widener,** traveling auditor on Tucson Division, to LaRue McKinney, April 5.

Charlie Flynn, HA 1/c, U. S. Navy, formerly clerk, General Freight Office, SF, to Georgann McCutchen, April 27; Ensign **Calvin D. Child,** U. S. Navy, formerly apprentice, Sacramento Shops and machinist helper, Montello roundhouse, to Agnes Norker, April 1.

Calvin S. Mather, Jr., C.P.O., U. S. Navy, formerly clerk, General Freight Office, SF, to **Mamie (Betty) Prince,** mail clerk, Transportation Dept., SF, Feb. 26.

Those recently engaged are: **Lucille Harris,** clerk, Aud. Pass. Accts., SF, to Eugene C. Biddle, S 1/c, U. S. Navy, April 4; **Eileen Norton,** hectograph operator, Superintendent's Office, Coast Division, to Lt. Richard A. Pattisson, U. S. Army Air Corps, April 27.

PRE-NUPTIAL PARTY for Eunice Ostrander (center), helper at Sacramento Shops, was arranged by her fellow workers before she left the service to become the bride of Charles Walker, welder, on Easter Sunday. The romance began when the couple first met at the Shops.





RAILROAD ROMANCE: As engine crew dispatcher, Thora Walker's interest in the whereabouts of Fireman Raymond Lieby applied only to the hours he was on duty, but since April 12 it's been on a 24-hour basis. On that date Thora became Mrs. Lieby and Ray probably became the first engineman to have a crew dispatcher ask him to pick up the groceries on the way home.

BORN

Congratulations to these proud parents of new baby boys: **Frederick T. Hartwell,** assistant chief locomotive draftsman, Motive Power Dept., SF, April 7; **Ralph Martin,** division clerk, Aud. Pass. Accts., SF, April 10; **Scott Flegal,** clerk, General Freight Office, SF, April 13; **E. C. Puett,** brakeman, Carli , April 1; **Martin Piccinini,** carman, Carlin, April 7; **Dick Crabbe,** painter, Sacramento Shops, April 16; **L. C. Carson,** driver, P.M.T., Oakland, March 7; **R. A. Averill,** driver, P.M.T., Sacramento, Feb. 22.

Congratulations also to these proud parents of new baby girls: **Ernest Rose,** carman, Sacramento Shops, April 5; **Kenneth B. Christie,** fuel statistician, Superintendent's Office, Coast Division, April 5; **Kenneth Boehmer,** signal inspector, Portland, April 15; **Charles Francis,** machinist, Sacramento Shops, Mar. 31; **James Rohatch,** assistant station clerk, Superintendent's Office, Bakersfield, Feb. 18; **Robert Neville,** assistant head timekeeper, Superintendent's Office, Bakersfield, Mar. 19; **Emil Borel,** head timekeeper, Superintendent's Office, Bakersfield, Mar. 15; **Walter Kramer,** roundhouse foreman, Bakersfield, April 5; **J. B. Cowne,** yardman, Fresno, Mar. 20; **L. Lombardi,** brakeman, San Joaquin Division, Feb. 8; **A. C. Timmerberg,** driver, P.M.T., Grass Valley, Mar. 11. **Russell** and **Lucille Spellman,** April 1. Russ is ticket clerk at Ferry Building, SF; Lucille worked in Gen. Freight Office.



MARION GOLDROLD (left), LA Div. conductor, is congratulated by Trainmaster Richard Workman at the end of last run on March 31, after 25 years' service with SP.

YOUR "BULLETIN" REPORTERS

WESTERN DIVISION: Morgan T. O'Connor, MofW Dept., and Lee Ordway, Oakland Pier; R. Rooney, Water Service Dept.; J. F. Francis, West Oakland; E. R. Stevenson, Tracy; Myra Kahn, Gen'l Freight Terminal, Oakland; Ethel McQueen Knapp, Stockton.

SACRAMENTO DIVISION: J. A. Collins, ass't chief clerk, Sacramento; W. C. "Sparky" Heilbron, Roseville.

SALT LAKE DIVISION: Hugh O'Neil, Ogden; Max Gardenswartz and Eddie Flores, Sparks; Alberta Ward, Montello; H. B. Lukey, Imlay; Dorotha Moore, Carlin.

PORTLAND DIVISION: Howard E. Bailey, sec'y to ass't sup't, Portland; all agents and roadmasters' clerks.

COAST DIVISION: Jack Welch, senior ass't head timekeeper, San Francisco; Domenica Barbero, superintendent's office, S. F.; June Sindici, MofW, S. F.; Myrtle Gorman, Local Freight Office, 4th and Berry Sts., San Francisco; Dave Marx, Watsonville Jct.; R. McClintock and S. W. McCarley, San Jose; Harold R. Jaeger, San Luis Obispo; Fred Romani, Bayshore.

STORES DEPT.: Jack Griffin, Gen'l Storekeeper's Office, S. F.; R. Berry, Sacramento; F. M. Connett, West Oakland; F. J. O'Donnell, Los Angeles; R. B. King, El Paso; Leo Keller, Brooklyn; W. P. Beall, West Oakland.

LOS ANGELES DIVISION: Walter S. Olson, sup't sec'ty, Los Angeles; David Arnold, Taylor roundhouse; Max M. Damon, L. A. Freight Station; Everett Dial, dist. timekeeping.

TUCSON DIVISION: Leroy Magers, ass't chief clerk, Tucson; Eddie Anaya, Yuma; Fletcher West, Phoenix; Max Richards, Globe.

RIO GRANDE DIVISION: Robt. R. Hall, head clerk, Div. Engr., El Paso; R. U. McLean, El Paso; R. D. Robin, Deming; Geo. Ferguson, Douglas; J. S. Stearn, Carrizozo; Gordon Campbell and Betty Whitlock, Tucumcari.

SHASTA DIVISION: W. L. Minor, chief clerk, and Aurora Baca, Dunsmuir; Frank Peyton, Klamath Falls.

SAN JOAQUIN DIVISION: Michael A. Bognanno, Bakersfield; Frieda Pate, Fresno; E. W. Smith, Bakersfield roundhouse; Geo. Bennett, Mojave.

SACRAMENTO SHOPS: Fred Moseley, W. J. Lambert, R. R. Johnson, John F. Davis, D. L. Joslyn, photographer.

LOS ANGELES SHOPS: Leo Temple, Car Dept. clerk.

EL PASO SHOPS: Dan W. Rose, GMO clerk.

TELEGRAPH DEPT.: Miss "Pat" Dowd, general clerk, San Francisco; Evelyn Cutter, "BD," San Francisco; C. E. Welch, "UN," Tucson; E. E. Ramey, "E," Sacramento; J. W. Clark, "SW," El Paso; Ruth Weatherbee, "DW," Portland.

TRAFFIC DEPT.: Carol Machol, Gen'l Freight, S. F.; G. V. Housman, Gen'l Pass., S. F.; Frank Guerin, Gen'l Freight, Portland; N. G. Hewson, Gen'l Freight, L. A.; I. R. Jarman, Dist. Pass., S. F.; L. G. Arellanes, Gen. Pass., L. A.; A. E Schrader, Seattle; Chas. Knight, Dist. Frt. & Pass., Fresno; Jack Roche, Central Dist., Oakland.

GENERAL OFFICES: Laura MacKenzie, ass't Gen'l Aud.; Marie Craig, Auditor Misc. Accts.; Russell Knox, Aud. Cap. Expend.; G. D. Frey and Mrs. M. L. McCollum, Aud. Disb.; H. F. Woods and Des Sekany, Aud. Freight Accts.; Leah Smiley and Irene Mathews, Aud. Pass. Accts.; Stanford Hall, Equip. Service; G. W. Pratt, Dining Car; R. J. Dettling, and Marcella Young, Chief Engineer; Marian Campbell, Purchasing; A. L. Fritz, Freight Claim; Julia McWhorter, Payroll Accts.; Mrs. A. M. Kirkland, Operating; Gene Egan, Motive Power.

PACIFIC MOTOR TRUCKING: Richard Spence, San Francisco; O. M. Meisheimer, Los Angeles; G. R. Hodkinson, Tucson; C. C. Evanson, Portland.

NORTHWESTERN PACIFIC: William S. Wollner, correspondent, Sausalito. Reporters: H. Carlson, Eureka; W. A. May, Willits; L. A. Sanders and F. G. Newberry, Tiburon; O. E. Lovett, Sausalito.

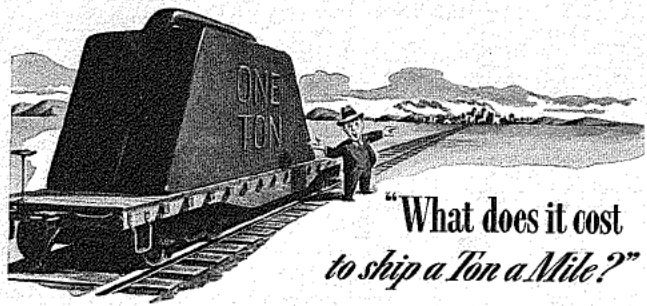
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"What does it cost *to ship a Ton a Mile?*"

FOR moving one ton one mile by rail, the average charge — and note that word "average" — is less than one cent.

O.K., you may say, that ought to make freight rates simple. Why not "sell a ticket" for moving freight, just like selling a passenger ticket? Take the number of tons, the number of miles, the average charge, and figure it out?

We wish it could be that easy. But here is the problem.

Some freight is cheap, heavy, little subject to loss and damage. Some is valuable, light and bulky, difficult, risky and expensive to handle. Such differences in the character of freight call for differences in rate making. No one would suppose that charges should be the same on a ton of coal as on a ton of diamonds.

To charge even as little as one cent per mile for hauling a ton of some of the heavy, low-priced commodities would mean, in many cases, making rates so much higher than they are now that such commodities could not move over the long distances we have in this country and be sold at a profit in distant markets.

On the other hand, rates on more valuable articles can be much higher than the average without making any appreciable difference in the price at which they are sold.

So, to make it possible for all sorts of freight to be moved to market, and at the same time meet the necessary costs to the railroad of doing the job, there came to be these differences in freight rates — with the result that shippers, railroads and the public benefit from the amazingly wide distribution and use of all sorts of commodities all over America.

"Prices" tailored to the public interest

Rate-making seems complex. But that's because commerce is complex. Rates, or transportation prices, must be made for the movement of tens of thousands of different articles over various routes between tens of thousands of places, all over the country, and under all sorts of conditions. If these prices, as a whole, are too low, the railroads won't be able to meet the costs of doing business. But if transportation is priced too high, the traffic doesn't move — and that is not good for either railroads or shippers.

And so it is that over the years the railroads have worked on a basis of "what is best for our customers is best for us." It is to the interest of every railroad to build up the area it serves. It wants to encourage the growth of industries. It wants to encourage agriculture. It wants to encourage mining, lumbering, every other type of business. Rates are figured out for just that purpose — to meet the needs of commerce — and are revised to respond to changes in those needs as they come about.

Where the I. C. C. comes in

Many years ago, the Interstate Commerce Commission was established to prevent undue discrimination in railroad rates as between shippers and communities, and to see that rates are "just and reasonable."

All railroad rates are open covenants openly arrived at after discussion between the railroads and shippers. All rates are published, are filed with the I.C.C., and are open to anyone to see.

But in any case, a shipper who isn't satisfied has the right to ask that the I.C.C. step in and investigate. And more than 250 volumes of I.C.C. reports show how active the Commission has been in this respect.

This principle of tailoring transportation prices to the public interest has stood the test of time — and no man who has made a sincere and expert study of the problem has found a better system for all concerned.

BUY MORE WAR BONDS

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AMERICAN RAILROADS
All United for Victory